

AND COMMERCIAL GAZETTE.

[PRICE 7D.]

Gentlemen,—I request that you will reserve and secure to me — early in this Com. 407; and, in consideration thereof, I agree to take the said shares, and to pay the deposit of \$2 as mentioned in the Prospectus.



## THE FOREIGN BANKING COMPANY.

CAPITAL £1,000,000, in 10,000 Shares of £100 each.

First Instalment £25 per share.

George Money, Esq.,  
Thomas Phillips, Esq.,  
BANKERS—Messrs. Spooner, Attwoods, and Co.  
SOLICITORS—Messrs. Birkett and Son, 3, Cloak-lane, Cheapside.

The Directors of this establishment deem it unnecessary to set forth the numerous and permanent advantages calculated to result from an institution founded on principles which cannot fail to impart an additional safety and security in its operations with every commercial town and city abroad; they would therefore merely observe, that the systematic mode of conducting pecuniary transactions, which has so long existed amongst the several counties of England, by which the merchant, manufacturer, or tradesman of one town makes his payments in another, without the necessity of corresponding with or having an agent of his own in the place where the payment is to be made, is well known to all mercantile men.

The extensive and rapidly increasing communication which subsists between England and foreign countries, and between those countries with each other, renders it very desirable that, with regard to them, a system of operation founded upon similar principles, should be adopted. By this means merchants and others would be enabled to effect or direct remittances to be made in return for merchandise, &c., with more security and certainty, as well as with less expense than hitherto, than can be done at present; thereby affording facilities to commerce which could not fail to produce a gradually increasing vigour and extent in every description of foreign trade, attended both at home and abroad with most beneficial consequences.

The large amount of accommodation also which is needed by the numerous travellers proceeding annually to and from the continent of Europe and England, and which has been met only to a very limited extent by two or three private banks, affords an opportunity of rendering such an establishment highly useful, and immediately profitable.

The degree of success which has attended almost all the existing Joint-Stock Banks in England and Scotland, added to the recent successful attempt to establish them in Ireland, must, it is conceived, satisfy all persons as to the utility, as well as the probable profit of an establishment upon similar principles, and which is likely to attract to itself a very considerable portion of the foreign pecuniary transactions from the facility afforded to the English manufacturer by its widely-extended correspondencies and agencies.

The business of the Company will consist chiefly—  
In receiving deposits of cash and bills, for the purpose of effecting payments, through the agency of bankers or respectable mercantile houses, at all the principal cities and commercial towns abroad.

In making payments and transacting pecuniary business in England for foreign correspondents.

In the issue of circular notes and bills of exchange, payable by the Company's agents at any place where they may be presented, or by the bankers of the Company in London.

In supplying travellers and others with a circulating medium of unquestionable validity and of ready application.

Applications for shares to be made to the bankers, Messrs. Spooner, Attwoods, and Co., or to the Solicitors, Messrs. Birkett and Son, 3, Cloak-lane, Cheapside.

## PADSTOW BREAKWATER, and ROCK, DELABOLE, CAMELFORD, CALLINGTON, and PLYMOUTH RAILWAY COMPANY.

To be incorporated by Act of Parliament.

Capital £250,000, in 12,500 Shares, of £20 each.—Deposit £1 10s. per Share.

The Names of the powerful and influential Direction will be published immediately.

George Rennie, Esq., F.R.S. | Sir John Rennie, F.R.S.  
SOLICITOR.  
Henry F. Richardson, Esq., 7, Ironmonger-lane, London.  
SURVEYOR.  
William Barnes, Esq.  
CONDITIONS.

I.—The Capital of the Company shall be £250,000, to be raised in 12,500 Shares, of £20 each.

II.—Subscribers will not be answerable beyond the amount of their actual Deposits, should the Act not be obtained; and if obtained, not beyond the amount of their respective shares.

III.—A Deposit of £1 10s. per Share to be paid into the hands of the Bankers.

IV.—The Deposit so subscribed shall be available to the expenses of the undertaking, such as making surveys, and applying for the Act of Parliament, &c.; and no further call will be made until the Act is obtained.

The want of a safe, and always accessible harbour, on the north coast of Cornwall, is so deeply felt by the whole community, trading and agricultural interests, that there is no reason to enter into any lengthened detail of the great public, as well as private benefit, that would result from the judicious application of capital to the completion of a BREAKWATER on the Dunbar Sand, at the entrance of the Port of Padstow.

It is also notorious, that, at various periods, every place on the coast, presenting a rational prospect of affording safety and accommodation to vessels passing through, or driven into the Bristol Channel, has been surveyed and considered; and that for some years past, it has been a determined point, that Padstow presents the greatest natural advantages and facilities for the speedy and cheap formation of a safe, unexceptionable, and spacious harbour, with some hundred acres of deep water, easily accessible in all winds, and at all times, by ships of the largest dimensions.

It has long been a matter of surprise, that an object of such vital importance and easy accomplishment, carrying with its completion the certainty of ample remuneration, should have been so long neglected. Various attempts have been made to induce the Government, to a proper consideration of the importance of aiding local exertions for the accomplishment of this object, and thereby rendering the harbour of Port Padstow, not only always accessible, but likewise one of the most spacious and commodious in the kingdom; thus insuring an extraordinary increase in the quantity of shipping entering Padstow harbour, which, though now dangerous and difficult of access, with the proposed Breakwater, will be perfectly safe, and of easy entrance at all times, for ships of the largest class.

This desirable object will be effected at a trifling cost, and will afford a deep water harbour, of many hundred acres, safely accessible in all tides and weather, with a fine navigable river running into the interior of the county; for having all the material on the spot, a hard rock to build on, and no carriage except from the quarry, with other natural advantages, extraordinary facilities are afforded for quick and cheap construction.

Padstow being the nearest direct port from the South of Ireland and America, it is the opinion of naval and commercial men that the Breakwater will be the means of very largely increasing the Irish and American trade at Port Padstow, and inducing a very considerable transit of produce and merchandise by the railroad to Plymouth.

In addition to the Breakwater, the Directors intend to construct a Railway, from the harbour, through the county of Cornwall, to Plymouth, by the way of CAMELFORD, CALLINGTON, and SALISBURY, a work which has been long in contemplation by several public-spirited individuals residing in the district; and the want of which, the agriculturists of the neighbourhood have most severely felt, in the difficulty and expense of obtaining manure for their land, and a conveyance for their produce.

The great advantages of the system of railway communication have of late years been so fully admitted, and its superior claims to speed, safety, and economy, so universally acknowledged, that it would be superfluous to enter upon any argument in its favour. It therefore only remains to the projectors of this undertaking to show its expediency and practicability; and that it presents prospects of a secure and profitable return for the capital invested. With regard to the first point, namely, the expediency of the formation of this railway, it is found, that on the proposed line there are many large tracts of land, from the want of a sufficient supply of sea manure, are far less productive than they otherwise would be. This want would be abundantly and cheaply supplied by the railway, from the inexhaustible rich calcareous sand-hills opposite Padstow, in the parish of St. Minver, where there are several hundred acres of land covered with immense deposits of this valuable manure.

The existing roads are of a most wretched description, and the expense of repairing them has long been a most serious burden on the farmers of the neighbourhood. This expense will be materially lessened, by the railway occasioning a great reduction in the cost of the roads.

These considerations would, perhaps, be sufficient to prove the expediency of the present plan; but as this railway will pass through several parishes, yielding to few in the county in the number and richness of their mineral veins, inactive and unworked solely through the difficulty of obtaining supplies, and the expense of the carriage of mining produce, the advantages of this railway are self-evident.

The richness of the mineral veins in the parishes of St. Minver, Edellion, St. Teath, Lanteglos, Davidstow, Alton, Lankishore, Callington, and others, are well known to miners, yet for want of convenient conveyance, the minerals lie valueless to the owners of the estates.

The whole line has been carefully and frequently surveyed by experienced engineers and surveyors, and is reported by them to be not only of easy practicability, but affording extraordinary facilities for the construction of a railway.

The Delabole Slate Quarries, near which this railway will pass, are celebrated for the excellent quality of their slate; the proprietors of these quarries will reap great advantage in the accommodation which will be afforded them of being able to ship their slate at a moderate charge, at any time, in vessels of any burthen; and the consumers will be benefited by the reduced price of the article, through the superior cheapness of the carriage.

The advantages to be derived by the agriculturists, from a cheap supply of manure, have already been mentioned. They will have a like advantage in the conveyance of corn to the markets. By this directly connecting the Bristol and English Channels, the inhabitants of the neighbourhood, and the public in general, will be benefited by a cheap, certain, and expeditious mode of transit for passengers, goods, and merchandise, between the ports of Padstow and Plymouth.

When the proposed Breakwater shall have been erected, and the harbour of Padstow made secure, the shipping trade of that port will of necessity much increase; and a brisk trade with various parts of Ireland, and the different Welsh ports, naturally spring up.

The calculations of revenue have been most carefully made by competent persons, and afford a clear prospect of a profitable return to the shareholders for the capital embarked in the undertaking.

Applications for shares to be made in fourteen days (post paid), in the annexed form, to Mr. John Ireland, secretary to the Company, 35, Abchurch-lane, London; to the Solicitor to the Company, Ironmonger-lane, London; or to Edward Lyne, Esq., solicitor, Wadebridge; William Fitts Pearce, Esq., solicitor, Camelford; Messrs. Gibbs and Lyne, solicitors, Liskeard; and Hugh Snell, Esq., Callington, Cornwall.

## FORM OF APPLICATION FOR SHARES.

To the Directors of the Padstow Breakwater, and Rock, Delabole, Camelford, Callington, and Plymouth Railway Company.

Gentlemen,—I request to become a Subscriber for Shares in this undertaking, and agree to take so many of such Shares as shall be allotted to me, and to pay the Deposit thereon of £1 10s. per Share; and I also agree to execute the Parliamentary Contract and Subscribers' Agreement when I shall receive notice so to do. I am, gentlemen, your obedient servant,

[The Christian and Surname, with date and address, to be signed by the Applicant.]

The detailed Report may be had at the office of the Company, or the Solicitor.

Ap. 21, 1838. J. IRELAND, Secretary.

## WEST INDIA AGRICULTURAL COMPANY.—Notice is hereby given, that no application for shares in the Joint Stock of this Company will be received after the 30th inst.; and that the allotment of shares will take place on the 9th of May.

## WEST INDIA AGRICULTURAL COMPANY.—Capital, £500,000, in 10,000 Shares of £50 each. Deposit £2 per share.

TAKERS (with power to add to their number).  
The Right Hon. the Earl of Mountmorris, William Alexander Mackinnon, Esq., M.P., William Archibald Campbell, Esq.

BANKERS—Messrs. Glyn, Hallifax, Mills and Co., 67, Lombard-street.

SOLICITOR—B. Lumley, Esq., 6, Quality-court, Chancery-lane.

Detailed estimates and prospectuses have been prepared for the information of the public, and may be obtained from the Solicitor, and at the Office of the Company, 17, Ironmonger-lane, Cheapside.

Applications for Shares may be addressed to the Solicitor, B. Lumley, Esq., or to the Secretary, at the Office of the Company, where further information may be obtained daily, from eleven to four o'clock.

## METROPOLITAN NEWSPAPER COMPANY.—The Conductors of THE CONSTITUTIONAL have published an Address delatory of their political views as THOROUGH REFORMERS, copies of which, and of the Prospectus of the Metropolitan Newspaper Company, may be obtained, on application, at 14, Charlotte-street, Bloomsbury.

A special reservation of shares has been made by the Trustees and Directors for early distribution among Political Friends, and among Advertisers, News-agents, and other Commercialists who may have it in their power to promote the circulation and increase the usefulness of THE CONSTITUTIONAL. Any letters of allotment upon which deposits have not been paid are declared to be cancelled.

The first Number of THE CONSTITUTIONAL will positively appear on MONDAY, the 25th day of May next. Orders received by all News-agents in town and country.

J. E. PUDDICK, Secretary.

## NORTH and SOUTH JUNCTION RAILWAY.

GENERAL COMMITTEE.

The Right Hon. Lord Bolton  
The Hon. Charles Petre  
Colonel Sir Richard Armstrong  
Edw. R. C. Sheldon, Esq., M.P.  
Henry Wm. Tancred, Esq.  
Peter Harris Abbott, Esq.  
Richard Austin, Esq.  
William Hicks Beach, Esq.  
Richard Borth, Esq.  
George Boscawen, Esq.  
Robert Braye, Esq.  
Charles Brickwell, Esq.  
Edward Brice Bunney, Esq.  
William Collins, Esq.  
Timothy Rhodes Cobb, Esq.  
William Collins, Esq.  
John Davis, Esq.  
R. T. W. France, Esq.  
Joseph Gibbins, Esq.  
J. R. Gowen, Esq.

John Greaves, Esq.  
K. Greenway, Esq.  
Mr. William Hadland  
Mr. John Hadland  
W. H. Hamilton, Esq.  
Thomas Harrison, Esq.  
Richard Heathfield, Esq.  
Dr. Jephson  
Mr. Joseph Kirby  
William Lionel Lampitt, Esq.  
Charles Lyford, Esq.  
Capt. Chas. Otway Mayne  
Thomas Nolan, Esq.  
The Rev. John Ord  
Thomas Pemberton, Esq.  
John Rawson, Esq.  
William Lofley Slater, Esq.  
Thomas Stenor, Esq.  
F. H. Stephenson, Esq.  
John Wright, Esq.

With power to add to their number.

## LOCAL COMMITTEES.

BIRMINGHAM.  
William Chance, Esq.  
Joseph Gibbins, Esq.  
Bretton Gibbins, Esq.  
Thomas Pemberton, Esq.  
Henry Van Wart, Esq.  
Samuel Kempton, Esq.

WARWICK AND LEAMINGTON.  
J. Hiddle, Esq.  
The Rev. A. B. Campbell  
William Collins, Esq.  
R. T. W. France, Esq.  
Henry Grant, Esq.  
John Greaves, Esq.  
Edward Greaves, Esq.  
K. Greenway, Esq.  
Major Hawkes  
Thomas Heydon, Esq.  
James Hill, Esq.  
Dr. Jephson  
Richard Jones, Esq.  
William Lionel Lampitt, Esq.  
Dr. Lloyd  
William Peace, Esq.

With power to add to their number.

COMMITTEE OF MANAGEMENT.  
Peter Harris Abbott, Esq.  
Colonel Sir Richard Armstrong  
George Boscawen, Esq.  
Edward Brice Bunney, Esq.  
Timothy Rhodes Cobb, Esq.  
William Collins, Esq.  
Joseph Gibbins, Esq.  
J. R. Gowen, Esq.  
John Greaves, Esq.  
W. H. Hamilton, Esq.

With power to add to their number.

London ..... Messrs. Wright and Co. ....

Birmingham ..... The Birmingham Banking Company .....  
Warwick ..... Messrs. Greenway and Greaves .....  
Leamington ..... Warwick and Leamington Bank .....  
Banbury ..... Messrs. T. R. and E. Cobb .....  
Newbury ..... Messrs. Bunney and Stocock .....  
Basingstoke ..... Messrs. Raggett and Co. ....

Parliamentary Agent—J. R. Hayward, Esq.  
Secretary—John Bigg, Esq.

A line of railway carried south from Birmingham, or from the London and Birmingham Railway, would complete the communication by railway, either in course of construction or projected, from Edinburgh and Glasgow on the north, the Mersey on the north-west, the Humber on the north-east, and Exeter and Bristol on the west, with Southampton on the English Channel.

One of the most important points of view in which railway communication can be considered, is with reference to the markets of the country for provisions. The farmer or grazier who can send his produce or cattle to market in the best condition, and at the lowest charge, and who can himself in the shortest time, and at the least expense, attend the market in person, must possess advantages, in the enjoyment of the benefit of a railway, and other parts not possessing that facility. The railway now proposed will open many markets to the wide extent of country through which it will pass, and afford to it a full measure of the benefits of the great change now taking place by the general adoption of railways.

To the English manufacturer the importance of the proposed line, connecting, as it will, the north of England with the Port of Southampton, must also be very great. The commercial and maritime facilities afforded by nature, and now about to be improved by art, in the Harbour of Southampton itself, demand attentive consideration. This harbour is ten miles in length, six miles below and four miles above the town, of great depth of water, and in breadth from half to three-quarters of a mile. In the harbour, immediately adjoining the town of Southampton, spacious commercial docks will be constructed forthwith, fitted for the accommodation of merchant ships of the higher classes, with warehouses so arranged as to admit of the important privilege to the merchant of bonding under special security, an advantage enjoyed at present by the ports of London and Goole only. It may be added, that the Railway will be carried into the very heart of these docks.

A slight inspection of the map of England will demonstrate to the merchant and manufacturer connected with Yorkshire, Lancashire, Derbyshire, Nottinghamshire, Leicestershire, Staffordshire, Shropshire, or Warwickshire, or with any of the western counties, that he will thus be enabled to convey his goods by an easy, cheap, and unbroken line of transit, to a port nearly in the centre of the south of England, of the easiest access to the English Channel, and free from the dangers of the Downs passage; and that on the formation of a railway, as contemplated, from Paris to Rouen and Havre de Grace, this last mentioned port being immediately opposite to Southampton, and the only harbour fitted for commerce on the French coast between Cherbourg and Calais, Southampton must, in such event, command the French trade, or the chief part of it.

It is further to be considered, that Southampton has for some years past been a much frequented station for steam-boats running thence to the Havre, the Channel Isles, and the Isle of Wight, and, as a proof of its increasing importance as a port of passage, that two Steam Navigation Companies have been recently formed to open regular lines of Steam Navigation thence to the Western Channel Ports, and to the Peninsula and other southern ports of the continent of Europe. Every English traveller to the continent, from Ireland, Scotland, and the north and west of England, will at once observe the consequent desirableness of the North and South Junction Railway, as from the position of Southampton, and the facilities it affords for the embarkation of passengers, that port must, upon the completion of the railways, become one of the principal packet stations in England.

After this exposition of the effects to be calculated from the completion of a communication by railway between the north and south of England, unavoidably leading to the intersection of the entire line, from Edinburgh to the English Channel, by lines of Railway from all parts of the country, east and west—and, consequently, to the concentration of a large proportion of the traffic of the country upon the North and South Junction Railway—it cannot be necessary to present any statement of figures to show that the returns must be highly remunerative for the capital employed.

It is proposed that the North and South Junction Railway shall approach as nearly as possible the towns of Leamington, Warwick, Banbury, Oxford, Abingdon, and Newbury, having its northern terminus at Birmingham, with branches to Stonebridge and Rugby.

The capital required will not exceed three millions; the £100 each, with power to reduce the amount, in value, of the shares, on the completion of the surveys, now in progress, if it shall then appear to the satisfaction of the Company that a less amount of capital will be sufficient. A deposit of £2 per share is to be paid at the time of subscribing.

Applications for shares to be made immediately, post paid, addressed to the Committee, at the office of the Company, Robert-street, Adelphi.

London, April 16, 1838.

## THE GLOUCESTER AND HIREBORD RAILWAY.

This Railway, from Gloucester and Ludlow, with a Branch to Ross to connect Gloucester, Kidlington, Leominster, Hereford, Worcester, Birmingham, and London, and the whole of the Midland Counties of Wales, with Gloucester, Cheltenham, and London.

To be incorporated by Act of Parliament.

Capital £500,000, in Shares of £50 each.—Deposit £2 per Share.

Directors.  
Hans Bask, Esq.  
Richard Cooke, Esq.  
Henry Charles Dakyne, Esq.  
James C. Dwyer, Esq.  
G. B. Lonsdale, Esq.  
A. W. Beetham, Esq., F.R.S.  
Major Macnamara, M.P.

Surveys and Engineers are now making surveys, with a view of reporting as to an extension of the above line of Railway to Shrewsbury, through Leominster and Ludlow, in which case the capital of the Company will be increased.

The Country Committee is forming, and will be announced, with plans showing the line of Railway, in forthcoming prospectuses.

Applications for Shares to be made by letter, post paid, to Francis Beetham, Esq., at his office, 8, Chatham-place, New Bridge-street; or to John Gilbert Lander, Esq., 8, Gray's Inn-square, solicitors.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddulph, and Biddulph, 43, Charing-cross.

SOLICITORS—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

Excise—Messrs. George Brown, Esq.  
BANKERS—Messrs. Stone, Martin, and Stone, 60, Lombard-street; Messrs. Cox Biddul



## THE WESTMINSTER AND DEPTFORD RAILWAY.—

By Act of Parliament, 1838. CAPITAL £700,000, in 14,000 Shares of £50 each.—Deposit £2 per Share.

**COMMITTEE.**  
Joseph Allen, Esq.  
Charles H. Ashley, Esq.  
George Boddard, Esq.  
Captain Joseph Bodman.  
Henry Kyte, Esq.  
Thomas D. Retch, Esq.  
James F. Saunders, Esq.  
Joseph Thompson, Esq.  
Western Wood, Esq.  
With power to add to their number.  
**BANKERS**—Messrs. Glyn, Haffax, Mills, and Company.  
**ENGINEERS**—Sir John Rennie, and H. H. Price, Esq.  
**ARCHITECT AND SURVEYOR**—John D. Paine, Esq., 57, Lincoln's Inn-fields.  
**SOLICITOR**—Henry Hoppe, Esq., 3, Sun-court, Cornhill.  
**SECRETARY**—J. H. Powell, Esq.  
Office of the Company, 4, Barge-yard, Bucklersbury.

The Westminster and Deptford Railway is intended to commence from the foot of Westminster Bridge, on the Surrey side; whence, after a very slight curve, to avoid interfering with the Archbishop of Canterbury's grounds, it will proceed in a straight line to the northern border of Kensington-common, and thence via Camberwell and Peckham, intersecting and joining in its course the London and Croydon Railway, to join the London and Greenwich Railway at the Deptford Depot.

The Westminster and Deptford Railway will thus form the nearest and most direct communication between the western and south-western districts of the metropolis, and the populous and wealthy districts of Greenwich, Woolwich, Blackheath, Deptford, Kennington, Camberwell, Peckham, Dulwich, Croydon, and their vicinities; it will afford to the inhabitants of Clapham, Merton, &c., increased facilities of conveyance, by a junction near the end of the Vauxhall-road, or at Kennington. It will become the great western entrance to London of all the railways about to be constructed south and south-east of the metropolis; and by means of a short railway about to be made from the London and Greenwich Railway to Deptford Pier, it will form by far the nearest and most direct communication between the Thames at Deptford, and the Thames at Westminster-bridge, thereby avoiding a long and dangerous intermediate navigation.

The prospectus of this Company is now ready for delivery to-morrow. The shares will be allocated under the superintendence of the Directors. Applications for prospectuses and for printed forms of application for shares to be made at the Company's and Solicitor's offices, and also at the offices of H. H. Brown, Esq., 12, Angel-court, Broad-street. For the convenience of parties residing on the line, prospectuses and maps may be obtained at Procter's Hotel, Westminster-road; the Mitre Tavern, Strandgate; the Horns Tavern, Kennington; the Golden Lion, Camberwell-green; Red Cow, Peckham; the Green Man Hotel, Blackheath; the Grayhound Hotel, Greenwich; and the White Swan, High-street, Deptford.

The following form of application only will be received:—  
"To the Committee of the Westminster and Deptford Railway Company.  
"Gentlemen,—I request to become a subscriber for £50 shares in the above undertaking, and agree to take such number as may be allotted to me, and to pay the deposit of £2 per share, to be at the disposal of the Committee, for all such expenses as they may deem necessary to promote the objects of the Company, and I undertake to sign the Parliamentary contract and subscriber's agreement when required to do so.  
I am, gentlemen, your obedient servant."

N.B.—The Christian and surname, with date and address, to be signed by the applicant. No applications will be received after the 25th of April, and those parties who have already applied for shares are requested to renew their applications according to the above form.

**WESTMINSTER AND DEPTFORD RAILWAY.—NOTICE**  
IS HEREBY GIVEN, that in consequence of the applications which have been already made for shares in the above undertaking having much exceeded the expectations of the Committee, they deem it necessary to restrict the time originally allowed for such applications to twelve o'clock on Monday next, the 25th instant, after which time no further applications can possibly be received.  
By order of the Committee, J. H. POWELL, Sec.

**PURIFICATION OF SEA WATER.—At a General Meeting**  
of Shareholders of the Patent Purifying Sea Water Company, held at Radley's New London Hotel, Bridge-street, Blackfriars, on Wednesday, the 20th of April, at twelve o'clock, convened by public advertisement, to take into consideration the reports of the Directors and Committee, and to determine on the adoption of such measures as the Shareholders then present may resolve upon.

Resolved unanimously—That the report of the committee be withdrawn.

On the motion of Mr. Blackman, seconded by Mr. Medley, Resolved unanimously—That the report of the Directors presented on the 9th of Dec., 1855, be approved.

Resolved unanimously—That the accounts of the Company, as made up by Mr. Wells, the Secretary, and presented on the 9th of December, 1855, be approved and passed, and signed by the chairman of this meeting.

Resolved unanimously—That the best thanks of the Proprietors be given to the Chairman and the Directors for their great exertions on behalf of the Company.

Resolved unanimously—That the plan for the formation of a new Company. The Chairman then read the plan for the formation of a new Company, as read by the Chairman, be adopted.

Resolved unanimously—That, it being on many accounts desirable to introduce various alterations for completing the objects for which this Company was originally formed, it is advisable that a committee of seven shareholders be appointed to carry the same into effect; and that, as a preliminary measure, all situations at present held in the Company are vacated; and that the following gentlemen form the committee:—  
Sir John Phillippart, W. H. Burnand, Esq.  
Richard Austrey Sparks, Esq. Thomas Sedgwick, Esq.  
Joseph Barker, Esq. John Barwise, Esq.  
John Robert Ogden, Esq.

Resolved unanimously—That it be an instruction to the committee to consider and adopt such resolutions as may be necessary to effect the following objects:—First, the securing to such of the original shareholders as within fourteen days from this day shall notify their wish to receive it, the full amount of the subscription paid on their shares. Second, the proper and necessary arrangements for carrying on the Company.

Resolved unanimously—That the thanks of the meeting be given to Mr. Stothert, for his conduct in placing the Company in its present favourable situation.

Resolved unanimously—That the foregoing resolutions be published in the London Gazette, in all the morning and in three evening newspapers, and in such other manner as the committee may deem fit.

JOHN PHILLIPPART, Chairman.

Resolved unanimously—That the thanks of the meeting be given to Sir John Phillippart, for his able and polite conduct in the chair.

**MERIONETHSHIRE SLATE COMPANY.—**  
Capital £100,000, in 20,000 Shares of £5 each, payable by instalments.  
Deposit £2 per share, being 25s. the first instalment, and 15s. Premium.

HONORARY DIRECTORS.  
Christopher W. Codrington, Esq. M.P. Sir John Soane, B.A.  
Herbert George Jones, Esq. William Wilkins, Esq. R.A.

**DIRECTORS.**  
John Lewis, Esq., Cheltenham, Barrister-at-Law.  
James Stuart, Esq., Jersey Villa, Cheltenham.  
H. C. Robinson, Esq., M.D., Cheltenham.  
W. A. B. Bennett, Esq., Monroed, Charlton Kings.  
William Riddle, Esq., Bank, Cheltenham.

**AUDITORS.**  
J. L. Mortimer, Esq., and Mr. Thomas Spinney.

**BANKERS.**  
Messrs. Pitt and Co., Cheltenham; Sir James Esdaile and Co., London.

Messrs. Howard and Croft, Cheltenham.

Messrs. Hornidge, Carter, and Vowles, 16, Bloomsbury-square, London.

The quarries belonging to this Company are the Maesod Slate Quarry and the Llanberis Slate and Sand Quarry. The former is situated on the Maesod mountains, near Festenay, and contains 250 acres; and the latter is within a mile, or thereabouts, of Barmouth, and contains 1564. 2r. 35p., and both are in the county of Merioneth, and in full operation. Specimens of the Slate have been shown to Sir John Soane, and most of the principal architects in the metropolis; and they have stated their opinions to be that the Slate is of a very superior quality, and such as they should feel justified in recommending to their friends; and the public may inspect the Slate at the Company's Wharf, Old Barge House Wharf, Upper Ground-street, Surrey side of Westminster Bridge, on application to Mr. Robert Adams, the Company's agent, who resides on the premises.

This undertaking therefore offers an early, certain, and very profitable investment, on the following grounds:—

1st. Because the quality of the Slate has been attested by most of the leading architects of the metropolis, and they have promised to recommend it.

2d. Because its quantity has been satisfactorily ascertained by actual working.

3d. Because all speculative outlay has been already made, and the Quarries are now at work, and ready for increased operations, and the Company's quarries are formed.

4th. Because the returns will be in the exact ratio of the expenditure—that is, the expense of raising Slates being estimated, and paid by the 1,000, or ten, fit for market, no useless expenditure can be incurred.

5th. Because of the great and increasing demand for the articles in this country and abroad, and of the supply being so limited.

It is unknown to what extent profit may be obtained, but a dividend of 12 per cent. may be confidently expected, and the profits will be gradually increased as the Quarries become more opened.

The existing Proprietors have hitherto conducted the affairs of the Company with a paid up capital of £18,000, in 360 shares, at £50 each; but finding from their operations that the Quarries, if worked upon an enlarged scale, would produce more than a corresponding return, they have resolved upon a conversion of their shares into £5 shares, and upon an issue of 14,000 new shares of similar amount; the present proprietors therefore now hold 14,000 shares of £5 each, upon which the first instalment of 25s. per share has been paid. As, however, the Quarries have been brought to their present promising condition by the money, exertions, and judgments of the present proprietors, it has been resolved to equalize the rights and interests of the old and new shareholders, by reserving to the former the exclusive right to the premium of 15s. per share, in consideration of which the new shareholders will participate in the Company's present assets, their stock of slates, and the greatly improved state of the Quarries.

The new shareholders will have to execute a deed, binding them to the rules and provisions of the deed of settlement, and the rules and regulations resolved upon pursuant thereto.

It is expressly provided in the deed of settlement that shareholders shall not be liable beyond the amount of their subscription.

Particulars may be obtained of the Bankers and Solicitors. Applications for Shares, post paid, may be addressed to either of the Directors, or the Solicitors; or to Mr. James Stokes, sharebroker, 63, Regent-street, Cheltenham; or Mr. Frederick Barry, stock and share-broker, 7, Barchin-lane, London.

## SALISBURY, ROMSEY, AND SOUTHAMPTON RAILWAY COMPANY.

CAPITAL £200,000, in Shares of £25 each.

This Railway will branch from the London, Salisbury, Exeter, Plymouth, and Falmouth Railway, at Salisbury, and will proceed to ROMSEY, and from thence to SOUTHAMPTON, and there join the projected Railway between Portsmouth and Southampton, thus forming a direct Railway communication between the South-Eastern Counties and the West of England, the Ports of Portsmouth, Plymouth, and Falmouth.

The Committee of Management of the London, Salisbury, Exeter, Plymouth, and Falmouth Railway Company, having been strongly urged by many industrial parties connected with the agricultural, mercantile, and trading interests of the district through which the line will pass to add this most important branch to the grand line originally undertaken by them, have unanimously resolved to do so. It will, nevertheless, have all the advantages of a distinct company, with a separate expenditure and dividend, and will be regulated by a separate Act of Parliament, at the same time that it will receive the aid of the powerful talent already announced in the London direction, and in the professional skill engaged in the construction of the main line.

The country has been surveyed, and presents a most favourable surface. The names of the Local Committees at Salisbury, Romsey, and Southampton, will be forthwith published, with a more detailed prospectus. The whole of the shares would have been at once taken by the London capitalists, but the Provisional Committee have reserved one half for the demand which will necessarily arise from parties interested on the line.

At a Public Meeting of the Inhabitants of Romsey and the neighbourhood, held at the Town Hall, Romsey, on Tuesday the 19th of April, 1856, convened by the Worshipful the Mayor, in pursuance of a requisition numerously and respectfully signed,

**JOSIAH GEORGE, Esq., Alderman, in the Chair.**  
The plan of a line of Railway, to commence at or near the city of Salisbury, branching from the London, Salisbury, Exeter, Plymouth, and Falmouth Railway, and proceeding from the main line to the town of Romsey, and from thence to the port of Southampton, having been submitted to the Meeting by Messrs. Peniston and Son, the surveyors of the line, it was unanimously resolved,  
That the construction of a line of Railway from the city of Salisbury, branching from the London, Salisbury, Exeter, Plymouth, and Falmouth Railway, at or near the city of Salisbury, and proceeding from thence by the town of Romsey to the port of Southampton, would be a work of public utility, fraught with great advantage to the town of Romsey, and would yield an ample return on the capital required to be embarked.

It was also unanimously resolved,  
That this Meeting, duly appreciating the value of the line to the town of Romsey, hereby, collectively and individually, pledge themselves to support the undertaking.

It was further unanimously resolved,  
That the energetic and liberal conduct of the Committee of Management of the London, Salisbury, Exeter, Plymouth, and Falmouth Railway Company, in adopting the line to the town of Romsey, and engaging to carry it out as a branch from their great undertaking, merits the unequivocal approbation of the Meeting.  
**JOSIAH GEORGE, Chairman.**

Mr. George having left the chair, the thanks of the Meeting were unanimously tendered to him for his talented, independent, and impartial conduct in the chair.

At a Meeting held at the Dolphin Inn, Southampton, on Thursday the 21st of April, 1856,

The Worshipful the MAYOR of Southampton in the Chair.

On the motion of James Weld, Esq., seconded by Edward Langdon Oke, Esq., It was unanimously resolved,

That a Railway from the City of Salisbury, proceeding from thence through or near the town of Romsey to the town of Southampton, would be of much public utility, and of great advantage to the town and neighbourhood of Southampton.

That the thanks of the Meeting be given to the Mayor for his able and impartial conduct in the chair.

The Provisional Committee beg to refer the Shareholders to the above expression of public approbation of the line of Railway under their charge. The rapidly with which the share list has been filled will compel them soon to close it.

The Shares can be secured only by payment of the deposit of £1 per Share, at Messrs. Williams, Deacon, and Co., Birch-lane, the London Bankers of the Company; at the Banks of Madison and Co.; Messrs. Atherley and Fall; and at the Hampshire Banking Company, Southampton; Messrs. Footner and Co., and the Hampshire Banking Company, Romsey; Messrs. Grant and Co., Portsmouth; Messrs. Brodie and Co., Messrs. Hetley, Keveret, and Co., and the Wills and Dorset Banking Company, Salisbury; and applications for Shares may be made to

**WILLIAM HOESMAN, the Clerk, Salisbury, Joint Solicitors**  
**DAMIAN and STEAD, Romsey, Joint Solicitors**  
**CLEMENT and NEWMAN, Southampton, to the Company.**  
By order of the Provisional Committee,  
**GEORGE PRICE, Secretary.**

12, Pancras-lane, 22d April, 1856.

## ORIGINAL CORRESPONDENCE.

### OBJECTIONS TO THE DAVY LAMP.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The Davy lamp fills with flame in an explosive atmosphere, and becomes red-hot in a few seconds. It is a matter of doubt with many well-informed persons whether it is safe to this point; but beyond it, all admit that its heat should never be carried. Sir H. Davy himself states that this limit should never be exceeded. He says, page 116 of his work on Flame, &c.—"The general principle (*sic*, safety of his lamp) is that the cylinder should in no case be suffered to be heated beyond dull redness; and this is always effected by increasing the cooling surfaces, or by diminishing the circulation of the air." It is scarcely necessary to observe, that no human power could always control circumstances which might, at any time, happen in a coal mine, to carry the heat of the wire-gauge above dull redness; and as to increasing the cooling surfaces, or diminishing the circulation of air on any sudden emergency, either would evidently be impracticable.

Your constant reader and obedient servant, FAIRPLAY.

## GEOLOGY—THEORY OF THE CREATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Will the correspondent, who in your last signs himself "D.," be so good as to particularise one point in which the *literal interpretation* of "the writings of the inspired historian, as recorded in the first page of Holy Writ," militates with an individual geological fact, or with the most approved geological theory? Or, if he decline so to do, will he be so good as to retract the "MOST INSURGENT" epithet with which he has stigmatised those who "think of interpreting literally the writings" to which we have referred?

Should he, or should he not, comply with either of these requests, I hold myself prepared to prove that no discrepancy whatever exists between the *most rigid and literal interpretation* of the Mosaic record, and the most refined or recent discoveries of geological science.

Perhaps you can, without inconvenience, insert this in your next number. I am, sir, yours, &c. W. B.

Trinity College, Cambridge, April 18.

## GEOLOGY OF IRELAND—METALS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your *Mining Journal* of the 19th of March, an interesting notice of the coal field in the counties of Queen's County and Kilkenny, situated in the province of Leinster, appeared, written by your able and intelligent correspondent "Adventurer." We were in great hopes he would have continued his observations of the other coal fields in Leinster on the Black Water river; and we also have been looking for similar ones upon the coal field of Munster, which has an extensive field of the same anthracite, smokeless coal, as that which is found in Leinster, in the counties of Kerry and Clare. Next in importance, proceeding more to the north-west, is the coal field of Connaught, occurring on the banks of Lough Allen, the source of the Shannon, which coal is richly bituminous, and fitted for steam-engine purposes; and in which are the rich iron-ore beds found at Arigna, and which were once extensively worked, smelted, and exported. And why these extensive iron-works have ceased working, it is difficult to discover the reason. Travelling on to the north of Ireland, an extensive coal field of the bituminous and flaming nature is found, particularly in the counties of Tyrone and Antrim. Of all these coal basins, the readers of the *Mining Journal* are anxiously requiring information; and hope that "Adventurer," or some of his fellow-labourers in the vineyard of Irish geology, will favour them with the particulars wanted. Without more accurate information respecting these mineralogical matters, Ireland cannot expect English capital to embark in railways or commercial speculations that would greatly benefit her.

The metals, besides the coal, are objects of great value to Ireland; and much more attention ought to be paid to fill the pages of the *Mining Journal* with details respecting the localities of her metals. Ireland is girdled in by rocks of the primitive and transition classes, having in her centre an immensely extensive carboniferous limestone formation; in both of which rocks, viz. the primitive and transition, and also in the carboniferous limestone, are found our most valuable metallic deposits in Scotland and England; and it is expected to be similar with those in Ireland. In the Mourne mountains, which nearly diagonally cross Ireland, stretching almost from Strangford Bay, in the county of Down, into Mayo, being of the primitive class, a considerable body of metals are to be looked for in

them. If "Adventurer" could inform us of the nature of these metals, he would do a great service to his country. The same gentleman has already given us a valuable account of those found in the primitive rocks of Dublin and Wicklow, let us request the same individual will supply us with a similar description of the metals found in the transition rocks of the counties of Waterford, as at Bonmahon; of Cork, as at Allihies, near Bantry Bay; also of the metals found in Clare and Kerry, and the other parts of Ireland, abounding in the carboniferous limestone, which covers nearly three-fourths of Ireland. Of the metals found in the primitive and transition counties of Galway and Mayo, we are quite ignorant. In both of these counties, besides the metals, valuable marble veins, equal to those of Carrara, are to be seen; and as good slate as that of Bangor in Carnarvonshire is also found there. Donegal, a primitive rock mountain tract,—probably is rich in copper, lead, graphite, and other metals,—is a terra incognita to the miner. Mr. Editor, you are requested to call upon "Adventurer," and any other patriotic scientific Irishman, versant in the geology of Ireland, to favour the English readers of your *Mining Journal* with the information wanted on the above points, respecting the metals and the coal fields.

As sources for you, Mr. Editor, to draw upon for the above information, we would urge upon you to apply to some active member of the Dublin Geological Society to aid "Adventurer" in furnishing us geological information respecting Ireland. The president of that society, Mr. Griffith, a very intelligent gentleman in all matters relating to the mineralogy of Ireland; Captain Portlock, of the Trigonometrical Survey Department of Ireland, well acquainted with the geology of Ireland; Mr. Purdy, also a member of the same society; we are quite sure, if these gentlemen were applied to by you for information on these subjects, the readers would very shortly receive memoirs from the able hands of all of these scientific gentlemen; and the English capitalist, looking to Ireland to invest his capital; and which, from the dawn of better days appearing to be opening upon poor Ireland, he considers as likely to be a good place to invest it, in promoting useful undertakings, and likely to yield him a fair return for his outlay.

You will also permit me to suggest to you, to open a communication with some of the members of the Dublin Geological Society; where, at its meetings, many valuable papers are read upon the mineral productions of Ireland. Having an abstract of such papers as are delivered to that society introduced into the *Mining Journal*, you would give the reader a more extensive acquaintance with the geology of Ireland. The transactions of that society are published every year; and if you could prevail upon "Adventurer," or any other intelligent gentleman, to look into these transactions, and give us now and then any thing that is interesting found in them relative to the geology of Ireland, you would confer a great benefit upon that country, as being the means of spreading more and more a knowledge of the mineral treasures of the Emerald Isle.

We would also suggest to you to open a communication with all the natural history societies of the United Kingdom, of which there are numbers now every where instituted; and give the readers of the *Mining Journal* such information as respects the geology of our island, which these several societies are continually affording in their memoirs. There is a natural history society, called the Wernerian, established in Edinburgh, of which Professor Jameson is the president; its transactions are very interesting, and the papers read in it are often valuable to the geologist. These remarks have been kindly offered, from observing you give us the proceedings of the Geological Society of London, and of the other scientific meetings of the metropolis. These notices we consider most valuable, and we hope you will persist in continuing and extending them. Wishing every success to the *Mining Journal*, and that it may spread far and wide information that may promote the welfare and prosperity of every part of our empire, I remain, sir, your obedient servant,

London, April 13.

WERNERIAN.

[We have to thank our correspondent for his valuable and interesting communication, and to assure him that we take much interest in the exploration of the mineral deposits of Ireland. We have on more than one occasion drawn the attention of our readers to the subject, and lament that the management of a Company formed for working the mines of Ireland, should render it necessary for remarks such as will be found in another page. For the information of "Wernerian,"—at the iron-works at Arigna, we are happy to say, operations are again resumed; an apparatus for the application of hot-air is being constructed, and it is expected that the furnaces will be in blast at a very early period. One hundred acres of coal is said to be unwatered, and activity generally prevails.

From the superior quality of the Arigna iron, and its peculiar properties, we doubt the policy of the application of hot-air; a saving in fuel may be effected, and the quantity of iron increased, but we think the quality will be impaired. It is a matter, however, of pounds, shillings, and pence; and we can only express our sincere hopes that the works now resumed will not be again abandoned. With respect to the counties Galway and Mayo, we can confirm the statement as to the marble quarries, having visited them on more than one occasion, when we were indebted to the hospitality of Thomas Martin, Esq., M.P., on whose estate are several quarries; there are also others in the vicinity of Clifton, belonging to Mr. D'Arny. There are numerous flying lodes of copper, and some mining operations were carried on here some years since, but as we think imperfectly, and hastily abandoned. This, with our general observations on the mines of Ireland, must form a subject in a future number for a letter, and not a note.—Ed. M. J.]

## CLAIMS OF THE DUCHY LESSEE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I have to request the favour of your inserting the accompanying advertisement (see first page) in your next week's paper, which I hope will have the effect of deterring capitalists from embarking their money in Duchy lands, under grants from Captain Cress, without previously ascertaining the nature and extent of his title; and I trust the smelters will also be put on their guard.

I have been acquainted with Duchy interests from my childhood; my grandfather, father, uncle, and self, have been successively the agents of former lessees, Messrs. Donithorne and Mr. Smith, for a period of fifty years and upwards; and until Captain Cress became possessed of the lease, it was never pretended that the Duchy lessee had a power to grant sets in bounded land; on the contrary, those of my family already named and myself have taken the toll in many hundred instances, and never usurped the boundaries ancient exclusive right of granting sets. That permission has never, within my recollection, been refused by the boulder, who divided the dish with the Duchy lessee to their mutual advantage, and in the most perfect harmony.

A new light has dawned on the present lessee, but it seems confined to himself and his immediate dependants.

That the Duchy do not support him is apparent from the recent advertisement of Messrs. Parke and French; and he does not hesitate to state that the whole county are opposed to his claims; and urges this as a ground for removing the trial of actions to the metropolis, or to a remote county.

I regret these unwarrantable pretensions of Captain Cress, because his extraordinary claims and interference with vested and long-established rights must necessarily fetter the *bona fide* investment of capital in the best mining districts, and thereby prejudice the enterprising adventurer and the general interests of the county.

I am, sir, your very obedient servant,

Helston, April 15.

JOHN SILVERSTEIN.

**CUNDY'S BRIGHTON LINE AND WEST CORK MINING COMPANY.**

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—From many articles which I have perused in your *wholly-circulated Journal*, I am convinced that you have exclusive sources of information. Can you therefore inform me the names of the parties composing the provisional committee of (what is called) Cundy's Line of Railway to Brighton. The committee themselves have not deigned, in their advertisement, to give the public that information. It is reported, but I do not know how truly, that the West Corkshire are at the head of the concern; but perhaps you can solve this. By doing so you will greatly oblige,  
ONE OF YOUR OLDEST SUBSCRIBERS.

[We have made more than one inquiry at the office, and were informed that no prospectus had been issued; and that the names of the provisional committee could not be given at present; but, for the information of our subscribers, we know it for a fact, that one, if not more, of the West Corkshire directees form a part of the committee. The shares are, however, at a premium; and this, we suppose, is the main thing. How shall we the public.—Ed. M. J.]



**MEXICAN COMPANY.**—The Directors hereby give Notice, that in pursuance of the Deed of Constitution of this Company, the ANNUAL GENERAL MEETING of Proprietors will be held at the Office, on THURSDAY, the 5th of May next, at One o'clock precisely. 22, Great Winchester-street, April 23, 1836. J. M. MAUDE, Secretary.

## PUBLIC COMPANIES.

COMPANY.	MEETINGS.	CALLS.		DIVIDENDS.
		Amount.	Payable.	
Bolivar Mining Company...	18th May	2d.	19th May	
Colombian .....	16th June			
Mexican .....	5th May			
New Granada .....	18th May			
Penoles .....	2d May			
S. John del Rey .....	5th May			
Union Gold .....	12th May	11s. 3d.	30th April	
Imperial Brazilian .....	26th April			
West Tressaveau .....	26th April			
Royal Cobre .....	30th April			
Royal Polibrou .....	11th May	1s.	9th May	
Harmony and Montague .....	4th May			
Hibernian Mining Company .....	4th May			
Ulster Canal .....	4th May			
East Cornwall Mines .....	25th April	5s.	25th April	
British Tin .....	10s.	27th April		
Redruth United .....	30th April			
Corn Exchange Company .....	3d May			
Southward Bridge .....	17. 2s.	23rd May		
Wilts and Berks Canal .....	5th May			
Westminster Fire .....	19th May			
Provincial Bank of Ireland .....	10s.	10th May		
Great Western Railway .....				

## MEETINGS OF SCIENTIFIC BODIES IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOOR.
Royal Geographical .....	21, Regent-street.	Monday	9 P.M.
British Architects .....	Monday	8 P.M.	
Civil Engineers .....	1, Cannon-row	Tuesday	8 P.M.
Society of Arts .....	Adelphi	Wednesday	7½ P.M.
Geological .....	Somerset House	Wednesday	8½ P.M.
London Institution .....	Finsbury Circus	Wednesday	7 P.M.
Royal Society .....	Somerset House	Thursday	8 P.M.
Antiquaries .....	Ditto	Ditto	8 P.M.
Royal Institution .....	Albemarle-street	Friday	8½ P.M.

## CONTENTS.

Original Correspondence .....	139	Parliamentary Summary .....	143
West Cork Mining Company .....	140	Duchy of Cornwall .....	143
The Funds, and City Intelligence .....	141	London Gazette .....	143
Proceedings of Public Companies .....	141	Sale of Ores.—Prices of Shares, Metals, &c. .....	143
Mining Correspondence .....	141		

## NOTICES TO CORRESPONDENTS.

**SUPPLEMENT NEXT WEEK.**—We shall again next week present to our readers another Supplement: the press of matter rendering it necessary, in order that we may do justice to the kindness of our correspondents and supporters.

**PRICES OF METALS.**—We refer to our tabular page of this week for an accurate List of the Prices of Metals.

**BRIGHTON LINE WITHOUT A TUNNEL.**—We have inserted our Correspondent's letter, to which we would invite attention.

**OMISSIONS THIS WEEK.**—We are again compelled to defer the insertion of a portion of the Foreign Correspondence, as also several interesting original communications on the Ventilation of Mines—Victoria Railway—the Safety Lamp, &c.

**MEETINGS, CALLS, AND DIVIDENDS.**—We this week give a List, which, however, is somewhat imperfect. We hope in our next to render it complete, by enumerating all Companies. Information will be obliged.

**LIST OF PATENTS.**—Thanks to our correspondent; we had anticipated him so far as intentions go, and will endeavour in an early number to comply with his wishes.

**ADVERTISEMENTS.**—The increase of advertisements renders it desirable that our friends should transmit them as early as possible.

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, APRIL 23, 1836.

We this week resume the subject of the "West Cork Mining Company," and without some new facts should disclose themselves, shall take a farewell of the concern, having fulfilled the object we had in view, and our duty as public journalists in exposing abuses.

Having in our last made inquiry whether the mineral rights possessed by the Company had been valued at 165,000*l.* by those scientific gentlemen whose names are set forth in the prospectus, or by whom such valuation was made? we have received letters from Messrs. ADAM MURRAY and J. R. BAKKWEILL, two of the gentlemen referred to. From the communication of the former, it appears that three years ago he was employed by Lord AUDLEY, and "took great pains in estimating the property correctly;" the whole of which he valued at 90,000*l.*, including surface, minerals, &c.; and that in that sum the minerals exclusively, were valued at 20,000*l.*, and "that no greater price should have been given for them;" while Mr. BAKKWEILL, whose letter is somewhat vague, and seems to imply that he could say much more, (vide his letter inserted in No. 32 of the MINING JOURNAL,) disclaims being a party to the valuation; and considers the mines to be estimated very far above their value; but let the letters of these gentlemen speak for themselves.

## TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your paper of the 16th instant I observe you class my name with Richard Griffiths, R. Frazer, J. Bakkwell, and W. H. Potter, in your report on the "West Cork Mining Company." What these other gentlemen recommended to be given for the Audley Mines I know not; but I can assure you that I never recommended any such sum to be paid as 165,000*l.* for these mines. Three years ago, when I was employed by Lord Audley to value all his estates in the county of Cork, surface, slate quarries, copper mines, &c., my estimate of the whole property was about 90,000*l.* for the whole, fee, &c., including mines. I think I valued the minerals at 20,000*l.*; no greater price should have been given for them. I took great pains in estimating the property correctly. I am, sir, your most obedient servant,

Swansea, April 17, 1836.

ADAM MURRAY.

## TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your Mining Journal of last Saturday I observe my name used, amongst others, as having valued the minerals upon Lord Audley's estate in Ireland, now held by the West Cork Mining Company. I beg to say that I am well acquainted with the property, but have never given any valuation of it.

Although Ireland abounds in minerals, neither I nor any other person acquainted with the science could ever value the mines upon his lordship's estate at 165,000*l.* I am, sir, your obedient servant,

J. R. BAKKWEILL,

Barbican, April 20, 1836.

Civil Engineer and Mineralogical Surveyor.

It must be apparent to all those who are not wilfully blind, that there is something yet to be explained. It is not our province, but that of the Proprietors, to exact this explanation from the Projectors and Directors; and more particularly to require that the Managing Director (who, from his office, must be in full possession of all the facts of the case,) should unveil the mystery which now hangs over the proceedings of the Company; although, so far as the accounts go, we have endeavoured to assist the Auditors.

We feel it however to be a duty incumbent on us, to put the Proprietors in possession of such information as we have obtained, with respect not only to the value, but to the title of their property; and we believe that the following statement, with respect to title, will be found to be near the mark.

It will be recollected by many of our readers, that the mines now possessed by this Company were formerly worked and abandoned by the "Mining Company of Ireland," who advanced (we believe in the year 1825) 10,000*l.* to Lord AUDLEY on mortgage; and which he was bound to repay to that Company, with interest, on the surrender of the lease of the mines. Not having, up to the present time, fulfilled this condition, whether he could legally convey, or make out, a title to the mines, or any part thereof, the legal estate being vested with the trustees of the Mining Company of Ireland, we are not prepared to say; but we do most unhesitatingly state the fact, and that on the best authority, that not only were the Directors of the West Cork Mining Company duly apprised of this circumstance, but also of the fact, that "proceedings had been instituted in the Irish Court of Chancery to effect the sale of the estate, for payment of debts to a very large amount charged upon it."

Many of the Proprietors, we doubt not, consider that an inquiry must reduce the value, or rather the market value, of their shares; and think that, by hushing up the affair, they may, by some fortuitous circumstance, regain that which is now lost to them, and lost solely from the want of a proper exercise of caution upon embarking in the undertaking; but they should also consider, that the money already called for being 50*l.* per share, on 3,300 shares, or 165,000*l.*, is only sufficient for the purchase money; and that as some 30,000*l.*, up to 31st December last, has been taken from this amount for other purposes, (not to say what in addition thereto since that period,) it is clear that an equal sum at least must be raised even for the Company to get out of debt; and hence the attempt to raise a further capital, and which, we are given to understand, has to a certain extent been successful. Qy?

One word on the subject of this additional capital: the circular of the Directors states that they "are advised by counsel that the dividends must be paid upon each share rateably, and not upon the amount of deposit on the shares;" and as the last instalment of the new capital does not become due until the year 1840, they would imply that a share on which 15*l.* only is paid, shall receive a dividend equal to that on which the payment has been made in full, viz. 50*l.* per share. We will see how the words of the Act bear on this point, for counsel's opinion depends much on the way in which a case is drawn. At page 13, the Act states that the capital of the Company shall be vested in the Subscribers, in proportion to the sums they shall have "severally subscribed and contributed thereto." The next clause provides for increase of capital "to be raised by subscription, in shares of 50*l.* each, in the like manner as the said original capital;" while the clause prescribing the manner in which the dividends shall be paid, distinctly states, that the "dividend shall be declared amongst the Proprietors by the Directors, out of the clear residue;" and further, "that such dividend shall be according to the Shares they may severally hold, and the sums of money severally paid by them." Here are the words of the Act of Parliament arrayed against counsel's opinion, and let common sense be put in juxta-position with special pleading.

In the face of the words of the Act, can the dividends be paid as the Directors would lead the Proprietors to suppose?

We shall here close our remarks by recapitulating that which is, however, hardly necessary, viz.—that the DIRECTORS of the West Cork Mining Company agreed to give 165,000*l.* for that which is estimated by Mr. ADAM MURRAY at 20,000*l.*—that the prospectus on which the money was raised contained gross misrepresentations;—that, exclusive of the purchase money, the expenses up to 31st December last amounted to 29,236*l.* 10s.—that the sales of ores amounted, up to the same period, to 3,804*l.* 16s. 11d.—showing thereby a loss of 25,432*l.* 13s. 1d.—and, that two DIVIDENDS, purporting to be out of PROFITS on the produce sold, were declared by the Directors, although the amount of Sales did not equal one-sixth that of the Expenditure. So monstrous a statement, we believe, was never laid before the public; and for this management the moderate sum of 7,000*l.* per annum is charged as cost of establishment.

We have only, in conclusion, earnestly to impress on the Shareholders the importance of an investigation; if that the Directors and Auditors can come out clearly therefrom, it will be highly satisfactory, but, we confess, more than we expect. Indeed, the Directors, if they have a proper sense of honour, and a due regard for character, will themselves convene a meeting, and afford explanations; and we consider that the Managing Director, JOSEPH PIKE, Esq., (who is, we believe, a Trustee for the Company, as well as agent for Lord AUDLEY, the seller of the mines,)—having as a Director of the Company, been a party to the purchase at the extravagant sum of 165,000*l.*—is more particularly bound to pursue this course.

We now quit this unpleasant subject, hoping that the exposure of this Company may be a lesson to other concoctors of schemes, and guard the unwary against embarking in undertakings without due inquiry.

It has been represented to us, that a Bill is now before Parliament for the formation of a Company, having professedly for its object the encouragement of the "FISHERIES OF IRELAND;" and which originates, if we are rightly informed, with those parties whose management of another undertaking in Ireland, for which also an Act of Parliament was obtained, does not in our opinion reflect on them the highest credit, or would justify the Legislature, in placing under their control the affairs of a Company which is of so much importance in a national point of view. The value and importance of an Act of Parliament, giving to a Company exclusive privileges and advantages, should be too highly appreciated to admit of Bills being smuggled through the House, having for their real object only the advantage of the projectors. We understand the shares are taken up, or said to be so, and some of the Shareholders in the West Cork Mining Company have been indulged with some in the anticipation

of the passing of the Act, the Bill having been read a second time. The prospectus will, we learn, be issued on Monday. Further particulars can only be learnt on application at Salvador House.

Since writing the above, our attention has been directed by a Correspondent, to "the Brighton line of Railway without a Tunnel" (Cundy's line), whose letter is inserted. The Shares are at a premium in the market, although no Prospectus has been issued, nor a list of the Provisional Committee given; and the names of whom are even refused to applicants. We have, however, ascertained that one of the Directors of the West Cork Mining Company, is a Trustee and Member of the Provisional Committee; and that other Directors and Auditors of that Company are also concerned. Have our observations during the past fortnight had any influence? and, if so, why do not gentlemen either withdraw from an undertaking with which they are ashamed to avow their connexion, or explain away statements which so affect their character as men of honour and prudence.

## THE FUNDS.

During the week there has been but little business doing in the Home Market, Consols have not fluctuated more than ¼ per cent., the last price being 91¼. The other stocks have undergone a similar variation, and close as in our list. In the Foreign Market the fluctuations are hardly worthy of notice. Spanish has been somewhat depressed, having fallen from 49 to 47½, leaving off 48½.

The Money Market, as regards commercial matters, is fairly supplied, but at not so easy a rate as on this day week. Neither has there been so much done in the Foreign Exchanges. Bills have not been so plentiful as on the last post, and the rates are a shade lower.

In the Railway Share Market there has not been a great deal doing, neither has there been any fluctuations of importance. Brighton Shares are just now the great object of speculation, in consequence of the competition that is going on in the Committee between Stephenson's and Rennie's line, and Cundy's. Stephenson's have declined 2*l.* per share, being now only 15 *pm.* Rennie's are ½ *pm.*, and Cundy's ¼ a *pm.* Blackwall are 1½ *pm.*, and Greenwich 5 *pm.*

## LATEST INTELLIGENCE.

**METAL MARKET, LONDON, APRIL 22.**—COPPER is steady at the prices. —TIN.—The sale of straits this day commenced, an advance of 4s. to 5s. The parcels went off at from 98s. to 99s. per cwt.—LEAD is not quite so lively at the moment, the quotations are barely supported.—IRON is again on the advance. Wales has followed the Staffordshire advance of 1*l.*—SPELTER is declining. On the spot it is offered at 18*l.* 10s.—QUICKSILVER is lower; some has been sold at 3s. 7½d. per lb.

**LIVERPOOL, APRIL 20.**—Seventeen new companies have started since my last. It is the general opinion here, that many that have been announced will not be carried into effect. A great flatness has prevailed these last two days, and many of the favourite shares have dropped in price; some are at par, whilst others are at a nominal premium; at any rate the mania is abating, and persons are coming to their senses. Some very ridiculous, but clever burlesques, have appeared, in various shapes, upon the different prospectuses, such as the *Lunatic Asylum*, *Toffy* and *Gingerbread Companies*. These have tended in a slight degree to open the eyes of many, and the question of responsibility, in the event of a concern not succeeding, is becoming to be very generally asked.

**PLYMOUTH, APRIL 20.**—Mr. Brunell is engaged surveying the lines from Exeter to Plymouth, to ascertain the most desirable, for the execution of the railway, the whole of the shares (12,000) of which are taken up and allotted. The shares are 50*l.* each, 10s. paid; the prices of which are quoted at 20s. to 40s. premium. There is considerable business doing in this town and Devonport in mine shares; and, I understand, it is intended shortly to have a Share List, with prices, &c., for weekly circulation. The price of Wheal Brothers Silver Mine does not recede from the result of the meeting. The shares from Cornwall, which have of late excited the most attention, are those of Copper Bottom, which from 10*l.* have advanced to 25*l.* per share; East Wheal Strawberry, Wheal Richmond, with some of the mines in the neighbourhood of Callington, are well spoken of.

**BIRMINGHAM, APRIL 21.**—The price of COPPER remains steady:—Tile 100*l.*; Cake 102*l.*; B. S. 104*l.*—The price of TIN is now fixed for the present; but the general expectation among the Smelters is, that a further advance must take place. The present price of Common Blocks is 111*l.*; Refined 116*l.*; Grain 121*l.*; Dyers' Grain 127*l.*—SPELTER has again advanced; it is now selling in bond readily at 19*l.* 10s. per ton, so that the prices quoted in our market are 23*l.* in quantities, and for small lots 24*l.*—but at this price it can hardly pay the dealer to sell.

## SPECULATION IN LIVERPOOL.

In our last we gave a list of companies which had been projected at Liverpool, with deposits from one shilling per share upwards; and we have this week to record the second act of folly, and we may add wickedness, for so absurd are many of the schemes, and so sensible are the concoctors that they will never be carried into effect, that it is next to swindling to put forth prospectuses of the nature to which we refer. The object of the projectors is too clear to be mistaken.

What may be the result of this mania for gambling in shares none can foresee. The capital of the companies lately formed amounts to about 25,000,000*l.* The number of shares was from 1,000 to 100,000 in each company. The total number being nearly 750,000 shares. The deposits varying from 1s. to 100*l.* per share. Opportunities and temptations are thus held out not only to the capitalist and to the retired tradesman, but by the deposit in some instances required being only one shilling per share, the *Amateur* classes are thereby induced to enter into speculations, on the evils attending which we will not descend, while their attention are distracted from their natural and industrious pursuits. Never before was discredit like this thrown upon Liverpool; and we hope that those who prize the high character which that important town has ever maintained, will step forward and put a stop to a system of deception and plunder, scarcely without parallel, even not excepting the memorable era of 1824 and 1825, which caused the ruin of many who incautiously embarked in the mad speculations of the day.

We shall be happy, in a future number, to insert the names of some of the honourable directors of these concerns, and, in the mean time, have to refer to the subjoined additional list.

Name.	Capital.	Val. of Shares.	No. of Shares.	Deposit.
Union Bank of Ireland .....	£ 20,000	50	£ s. d.	
Liverpool Joint-Stock Distillery .....	400,000	25	16,000	0 5 0
Soap, Alkali, and Turpentine .....	120,000	10	12,000	1 0 0
Union Commercial Company .....	500,000	20	25,000	0 1 0
British Cotton Company .....	500,000	10	50,000	0 2 6
Liverpool New York Steam Packet .....	100,000	20	5,000	—
Liverpool Union Paper Mill Company .....	150,000	10	15,000	1 0 0
Liverpool Baking Company .....	100,000	5	20,000	1 0 0
Wine and Fruit Joint-Stock .....	400,000	10	40,000	1 0 0
Liverpool Merchants' Joint-Stock Salt .....	250,000	25	10,000	2 0 0
Liverpool & Manch. Hide Tanning Co. .....	300,000	5	60,000	1 0 0
Apothecaries Company .....	100,000	10	10,000	0 2 6
British Cotton Spinning .....	2,500,000	50	50,000	0 2 6
Montpellier .....	100,000	20	5,000	3 0 0
Liverpool Joint-Stock Salt .....	250,000	25	10,000	0 2 0
Union Mill Company .....	150,000	10	15,000	1 0 0
Joint-Stock Distillery .....	400,000	25	16,000	1 0 0
Monksferry Company .....	—	—	—	—

**BALLOONING.**—Dr. Ayme, in a recent essay which he read at the Institute, endeavours to prove that it is possible to obtain such a hold on the upper atmosphere, as to be able to direct a balloon with all the steadiness and certainty of a boat moving on the waters. This he proposes to accomplish by means of oars or levers to be attached to the car, and which are to be made of oiled skin, or cloth, capable of containing an adequate quantity of hydrogen gas, the specific gravity of which, being lighter than the air, would obtain a hold on the natural fluid, as they would meet with the same resistance as the balloon does itself.—*French Papers.*



## PROCEEDINGS OF PUBLIC COMPANIES.

## ALLEN MINING COMPANY.

A special general meeting of the shareholders of this company was held, pursuant to advertisement, on Tuesday last, at the London Tavern, to receive a communication from the directors.

JOHN LABOUCHERE, Esq. in the chair.

The advertisement convening the meeting was read by the chairman, and were also the proceedings of the last general meeting, which were confirmed.

The chairman mentioned that Mr. Crowe, from the mines, was in attendance, and would read a statement which he had himself drawn up for the information of the shareholders, and willingly afford any explanation that might be required of him.

Mr. Crowe then read a very elaborate and clear statement of the proceedings at the mines, and entered into a detail of the expense likely to be incurred in bringing them into operation, and further stated his firm conviction of the ultimate benefits likely to be derived from the mines being worked more extensively. We must content ourselves, however, with a brief outline of the communication, and an abstract of the accounts submitted to the meeting.

The report having been read, the chairman stated that the directors were perfectly satisfied with Mr. Crowe's explanations, and trusted that the shareholders would be equally so. It had been always his opinion that the sum originally raised by the company was inadequate for the purposes intended, and that he fully agreed in opinion with those who thought an additional call of 2s. per share was the most advisable step that could now be taken. This sum, he had reason to believe, would fully answer the demands that might be made upon the concern until the mines were a productive state, and not only would pay the costs of working upon an enlarged scale, but enable the directors to declare dividends from the profits actually arising from working the mines.

Several shareholders took part in a conversation which followed, in which Mr. Crowe expressed his firm conviction that 2,000*l.* would be ample for the purpose of completing the works, including new shaft, roads, &c. He also further stated, that there had been considerable difficulty in keeping workmen after the period originally stipulated for their services, owing to their anxiety to return home to their relations and friends. However, during the past year, the erection of a chapel had been decided on, to the cost of which the men had themselves greatly contributed; schools had also been established, and a disposition was now manifested to invite others to join them, so satisfying were they with the arrangements made by the company, while the saving of labour to the company arising therefrom was also very considerable. Mr. Crowe further expressed his belief that the quality of the ores would become fully equal to what it had formerly been, and that in twelve months all unproductive labour at the mines would cease. That the costs required for the present year would be 8,000*l.*, 2,000*l.* of which could be expended on unproductive labour, but that the remaining 6,000*l.* could be attended by productive results.

It was then moved and seconded that the report be received, and that be printed and circulated for the use of the shareholders. Upon this motion, however, a difference of opinion prevailed, and an amendment was proposed by Mr. Potts, and seconded by Mr. Gainsborough, to the following effect:—"That the report be not printed, but that the same lie in the office of the company for the perusal of any subscriber, who could be at liberty to make extracts from the same."

Mr. Alcock, one of the directors, took occasion here to observe, that a board of directors saw no objection to the report being printed, subject to the discretion of the board as to such parts which were not of general interest, and publicity being given to which might militate against the interests of the company; at the same time he might state that, in his opinion, the meeting was unnecessarily debating whether the report of proceedings should or should not be printed, inasmuch as he saw the proprietor of the *Mining Journal* in the room, whom, he had no doubt, would take care that the report of the proceedings of the day should appear in his next publication. The amendment was then carried.

The chairman having, in the course of the proceedings, stated that Mr. Ward had retired from the direction, the thanks of the proprietors were, upon the motion of Mr. R. Hills, voted to that gentleman for his past services.

The chairman availed himself of the opportunity which it afforded him of putting the question of expressing the high sense he entertained of the ability, character, and integrity of Mr. Ward, illustrating as he did the sense of that gentleman having ceded to the company 1,000*l.*, when question arose, and that a doubtful one, as to their right.

The feeling of the room was so unanimously in accordance with the sentiments conveyed by the mover of the resolution, that it must have been highly gratifying to the friends of that respected gentleman, who were present, to witness so unequivocal a mark of their approbation of conduct, and their esteem.

Thanks having been unanimously voted to the chairman and directors, meeting, which, if not numerously, was highly respectfully attended.

(The Report will be given next week.)

## EAST CORNWALL SILVER MINING ASSOCIATION.

A meeting of some of the shareholders in this undertaking was held on Friday, the 19th inst., at the City of London Tavern, pursuant to advertisement, such advertisement being an invitation on the part of Messrs. Atkinson, H. Gibbard, jun., and J. Hutchinson.

F. ATKINSON, Esq. in the chair.

The advertisement having been read from the *Mining Journal*, the chairman briefly stated the object of the meeting, that of obtaining from the proprietors present their signatures to a requisition, which would be sent to them, at the same time signifying that Mr. Malachy being present, would gladly answer any inquiry which any shareholder might think to institute.

The requisition was accordingly read, which was in effect that the managers or directors of the company be required, in accordance with the provisions of the prospectus, to convene a meeting on receiving the requisition. Such meeting to be held on Wednesday the 4th of May, for purpose of considering generally on the state of the affairs of the company, and also to take into consideration the propriety of such of those persons who are in the management of the East Cornwall Mining Company, and who hold an interest in the "Tamar Smelting Company," resigning from the direction of the affairs of this association.

Mr. Graham having inquired of Mr. Malachy his opinion of the understanding, that gentleman expressed himself as entertaining, at the present moment, an equally favourable opinion as on any former occasion, volunteering his services gratuitously in any way which might be conducive to the interests of the proprietors. Mr. Malachy then entered at some length into the causes of his accession or dismissal (for it is not quite clear which took the precedence), in the course of which he adverted to the circumstance of the "Tamar Smelting Company," of which Mr. Grouse is a director or proprietor, wishing to take an unfair advantage of the East Cornwall Mining Company, and in like manner of the East Cornwall Mining Company, in purchasing the ores at a price considerably less than their value, or rather deducting 27*l.* per ton as returning charges, whereas that claimed and deducted by the parties at Sheffield, to whom the ores were subsequently sold, was only 15*l.* per ton; and that he had subjected to much insult since he had expressed to the deputation who visited the mine, Messrs. Stainsby and Thomas, his determination to take a straightforward course, feeling as he did a trust reposed in him as superintendent of the mines, and determined as he was that the managers should not be buyers and sellers at the same time, or at least they should not be so to the manifest injury of the shareholders at large. It further appeared that the mine, although not in work, might be worked in two or three days; that about 300*l.* worth of silver had been raised, that at this moment, with proper management, silver might be raised to meet the current expenses, but whether to the full extent or otherwise he did not collect.

General conversation ensued, in which several of the proprietors took part, and after a letter, addressed by Messrs. Harvey and Co. to Mr. Malachy, on subject of cash matters, and another from Mr. Budge—why we or why read we could not exactly comprehend—the meeting resolved on the adoption of the requisition, and also came to a resolution that we submit they were not empowered to do, and in such case have their own object, appointing three gentlemen as a committee, to whom they deputed the power of inspecting and examining the accounts

of the company, and to report on the same at the meeting of the 4th May. The meeting then separated.

It is right to observe, Mr. Malachy, with reference to his cash transactions with the company, stated most distinctly that in the month of January he was in advance for the company 1,800*l.*, and that in part payment of the same he took the acceptance of the directors for 1,000*l.* at two months' date. There were some whispers in the room as to accounts, and one reached our ear with respect to a draft presented for judicious management in jobbing in shares. We cannot give credence to this, and only note it that it may be met, as we doubt not it will, by a full and unqualified contradiction. It appeared also that an acceptance of Mr. Malachy's for 500*l.*, given in payment of merchants' accounts, is not yet due. Mr. M., to preclude any question as to its payment, tendered his cheque for the amount to the chairman, which was, however, refused.

## WHEEL BROTHERS MINING COMPANY.

The following letters read at the meeting of this Company, held on the 14th inst., were omitted to be inserted last week in our report for want of space.

London, 13th April, 1836.

GENTLEMEN.—I beg to hand you herewith the report upon Wheel Brothers, made by Captain Joseph Cocking, of Gannals Lake Mine, and Captain Thomas Penallun, of various mines in Cornwall; and in addition to which I have only to say that the levels, &c. have not altered since that inspection, and that as our engine-shaft is down to the forty-fathom level, we shall within a month have cut the lode at that level, at which point from the declination of the new lode, which underlays north, we shall, in all probability, find the trough of the two lodes a very important point to be opened upon.

I shall have the pleasure to attend the board to-day to answer any inquiries they may wish: I shall only add that I shall recommend the appointment of some person for the future to take charge of the ores and the accounts, with whom you may correspond, to enable me to devote my whole time to the interests of the mining department. This arrangement, however, will not prevent my writing to you on important and necessary occasions.

To the Directors of the Wheel Brothers Mining Company.

J. MALACHY.

Wheel Brothers, 8th April, 1836.

SIR,—Agreeable to your request we have this day inspected the mine. We find the adit end driven sixty fathoms west of the old engine-shaft; the lode in this level is small. The ten fathom level west of the said shaft is driven nearly so far west as the adit: in this level we find you have driven through kindly ground, and we would recommend you to rise at some of these points, being of opinion you will get into rich courses of silver. The lode in the present end is not a large one, but is kindly; there are stones of white iron with lead in it, and we are of opinion this level will improve.

The twenty fathom level has been driven west of old engine-shaft to the same extent as the levels above. The lode in the end is about fifteen inches big, composed of white iron, impregnated with lead, muddle, flucon, &c., and altogether a kindly lode. We beg to observe that, as the lode has been opened on at the surface, about sixty fathoms west of these levels, and is two and a half feet big, gossan, with silver therein along to the surface, we are of the strongest opinion that, in the continuing the levels before-named, you will get into a very important discovery. From this (last) coosten pit we find there is seventy fathoms yet to explore before you will get to West Wheel Brothers boundary; and from the great discovery recently made at that mine at a point not exceeding sixty fathoms west of your boundary. We feel strongly convinced that you cannot do too much in your advances towards that mine, particularly so, from the very strong indications of the lode opened upon in your western coosten pit; and from the present western extent of your furthestmost levels, we find you have yet fifty to sixty fathoms to explore before you reach that point, which, added to seventy fathoms, will give one hundred and thirty fathoms of unexplored and favourite ground before you get to the boundary of West Wheel Brothers shaft.

In the twenty fathom level west of Malachy's shaft we find a very promising lode, the whole length of driving, and most particularly so at thirty fathoms west of the said shaft, exactly under where the former company had a very great course of silver, which continued all the way from the surface. And as you have now twenty fathoms to drive at the thirty fathom level before you reach this point, we are firmly of opinion that you are nearing a rich course of silver, as the lode in this level is twenty inches big, and of a very promising character.

We observe at other points, still further west of the last-mentioned course of silver, the lode to be very promising under similar courses of silver, which lasted to the surface also, and from which places a great deal of silver has been raised by the former company, and we cannot impress too strongly the forcing the thirty fathom level to these objects.

The twenty fathom level east of Malachy's shaft the lode is about ten inches big, composed of white iron and some fine grain lead, with a flucon and stones of grey oxide of silver, very kindly.

The thirty fathom level east of said shaft the lode is about twenty inches big, composed of flucon, with iron and muddle; it appears to be increasing in size, and very kindly. We find there is about fifteen fathoms to get under the rich course of silver gone below the twenty fathom level. Finding the quantity of silver actually disposed of to the amount of 5,847*l.* 12s. 8d., and a large quantity of ores now on the mine ready for sale, which is estimated at about 3,000*l.* more, it so astonishes us, from the small piece of ground explored for such amount of produce, that no man can calculate fairly the result of this single bunch; and taking into consideration the other lengthened ground of promising and productive parts opened upon on the lode, coupled with the prospects before you (the opening of West Wheel Brothers), and the regularity and rich leader of silver on the same lode at Wheel Brothers on the east, we give it as our opinion that the mine cannot fail to be of the very first character. And as regards the workings of the mine we give it as our decided opinion, that no mine in England has been worked or conducted on better principles; having found an engine-shaft (Malachy's) sunk from the surface to the forty fathom level below the adit in twelve months, and every level, &c. carried on with the same degree of good mining.

JOSEPH COCKING.

THOMAS PENALLUN.

## MINING CORRESPONDENCE.

## ENGLISH MINES.

## NORTH CORNWALL MINING COMPANY.

Wheel Thomas, April 9.—The ground on the pump-shaft is more favourable than we have seen it for some time since. The seventeen fathom level east continues very good with respect to the ground, but the lode is not so well as might be expected when found in so favourable a strata, and we have every reason to expect a change in the lode for the better. The west end at the same level has been hard throughout the week, and no alteration in the lode. The eight fathom level east has been holed in George's shaft; this has afforded us a fresh supply of air. The lode is without any considerable alteration. Same level west has yielded good stones of lead this week, and we hope to be able very shortly to set some tributaries to work here.

April 16.—The pump-shaft in this mine is more favourable for sinking, and we hope to get the shaft down to the twenty-six fathom level by the end of the present month, or against the setting for May next. The seventeen fathom level east is much improved since our last report. We have a rich branch of ore, all the height of the end. In the same level west the lode is heaved north, and we expect it will take some days before we shall cut it again. The eight fathom level east is driven to the east of George's shaft, in a fine strata of ground, but the lode is not rich at present. In the same level west the ground is hard, but we expect a change in the ground daily. Our tributaries in this mine are working well.

Wheel Hope, April 9.—We expect in the early part of the ensuing week to fix our lift in the eastern at the fifty-eight fathom level, when that level will be drained and tributaries set to work. With respect to the different levels in this mine, no material alteration has taken place since our last report. We have now dressed from five to six tons of ore raised in March. In that month we were obliged, for want of air, to limit the number of tributaries to three men, but in the present month we have twenty-one men at work on tribute, and agreeable to our present prospects, we may expect to raise upwards of twenty tons of ore, and we may expect to set on more tributaries before the close of the month.

April 16.—We have dropped our lift below the fifty-eight fathom level, and are inforced to that depth. This level will be immediately cleared for the purpose of admitting tributaries. The adit level in this mine has a very promising appearance. It is driven further east than any other level in the mine. The other levels look just as when we last reported. The ore will be weighed off on Monday, and settled for.

JOHN BOKLAGE.

## NEW SOUTH HOSE MINING COMPANY.

April 9.—The shaft in the Turnip-field is seven feet by four within the timber; it is now nine fathoms four feet deep, and timbered with half-inch timber, and boarded with one and a quarter inch boards behind; about seven feet deep there are branches of spar, spotted with lead, muddle, and copper, dropping down against South Hose lode; by next Saturday I expect the shaft will be sunk eleven fathoms. The situation is so exposed that I have erected a shed over the shaft for the protection of the men. At the last sitting day, 26th March, there was three fathoms four feet to sink to make the shaft eleven fathoms, when I agreed to give R. Andrews and Co. 27*l.* the adventurers, to pay for holding the water. We have the span beams, up-

rights, axes, stays, arms, and ring timber all fixed, and the whim will be completed next week, if the weather will permit. The shaft tackle will not be erected so long as the water can be kept with men. We have driven in the deep adit in the last fortnight three fathoms with eight men, they have had 5*l.* 3s. per fathom. As for the shallow adit, I stopped it last Monday, because the water is quick; I do not wish to do any thing more there until the deep adit is brought home. I have shoaled in the spar lode in the lane leading to the mill, and found it nothing more than a dore of spar in the country, about four inches thick. On opening the ground under one of the uprights of the whim, about thirty feet to the east of the shaft, we have cut another north and south lode, underlaying east, about ten inches to a foot big, that will be cut by driving forty fathoms on South Hose lode, towards the lode in Green, and then by driving thirty to forty feet east at the ten fathom level.

April 16.—The shaft in the Turnip-field is eleven fathoms deep, and I have set a plat to be cut, which we shall commence on Monday next to drive towards the lode. The whim is completed, and the shaft-tackle will be ready next week, but will not be put up until wanted; we have driven in the deep adit this week nine feet three inches, and the ground is more favourable than it has been.

JAMES WILLIAMS.

## BESBOR BRIDGE MINING ASSOCIATION.

Besbor Bridge, April 7.—On the eastern part of the mine, or Wheel Buddrell, three lodes have been discovered within a very few fathoms of each other. The appearances, both for tin and copper, are very favourable; and the adit end is producing a very fair quantity of the former, but we have not the means at present of stamping. The lode on the south end has not yet been cut; and as the ground, according to the underlay at surface, had been spent, I directed a sink to be made on the lode, by which the underlay has been proved to be two feet only in the fathom, instead of three and a half; the lode is therefore further south, and may not be seen in all the next month.

Wheel Clifton.—I visited this mine on Thursday; the water has been drained sixteen fathoms; at about fourteen, a level was discovered; and Captain Verran succeeded in penetrating about six fathoms: the air was so bad that a candle would not burn; he succeeded however in breaking a few stones of very fine ore from a lode which he reports to be about two feet wide, with a good leader of ore: the next week will enable me to give you a further account of this mine. The ore is very similar to that taken from the adit level, a portion of which was forwarded a few months since.

Rose in Vale.—From the exposed situation of the mine many delays have occurred, from the very tempestuous weather of the last month: the engine-house is however finished, and the walls of the boiler-house. I have reason to believe the largest portion of the engine will be fixed by the end of the ensuing week.

WILLIAM CARNE.

## KERRON MINING COMPANY.

April 18.—We are now quite ready for our engine, and could we have it we should begin to heave it in at once. Our stack is raising as fast as possible. We are also very busy about our stamps, which we hope to get to work in a short time.

RICHARD RODDA.

## CARN GREY MINING COMPANY.

April 18.—We have for the present suspended our mine at the twelve fathom level, in consequence of the water, which prevents us from sinking to any great advantage; however, we hope in a short time to cut down the water by the extension of our twenty-two fathom level west. We have set Pitt's lode to take down at 20s. per fathom, on which we hope to break some considerable quantity of tin. The deep adit is just as reported last week. Mincar adit in driving north is at present very hard, which prevents us from progressing fast towards the lodes that are before us. Our stamps are now being put in.

RICHARD RODDA.

## ST. HILARY MINING COMPANY.

Guinear, April 18.—The new engine-shaft sinking in Wheel Leeds to the ore bottom at the forty is already twelve fathoms under the twenty fathom level, and as the ground is improved we shall be enabled to sink with greater speed than we expected, provided the ground continues so good as at present. The twenty fathom level driving east has improved, and the men continue to drive the cross-cut south at the twenty to cut Wheel Leeds south lode. We feel confident we shall communicate the new whim-shaft with the twenty fathom level by the beginning of next week.

C. N. BEATHE.

## REDRUTH UNITED MINING COMPANY.

Wheel Uay, April 18.—The lode in the engine-shaft is about four feet wide, and will produce about two tons of copper ores per fathom. The lode in the thirty-two fathom level west of Cock's shaft is five feet wide, composed of spar, muddle, and a small quantity of copper ores. The lode in the twenty fathom level west of Cock's shaft is about four feet wide, at present poor. Every other part of this mine is just as was reported in my last. We are preparing our tin-stuff to sample on Tuesday the 20th inst., and shall offer it for sale on the Thursday following; the quantity will be about 3,000 sacks. At Clifton we have found a lift to the twenty fathom level, and are making preparations to send one further down. At Buckett's we have sent down a lift to make a beginning to clear and open the shaft under the twelve fathom level; the branch in the adit level at present will produce a small quantity of copper ores, but in the mine the branch is poor.

RALPH GOLDSWORTHY.

## SOUTH POLGOOTH MINING COMPANY.

St. Agnes, April 15.—The appearances and proceedings in the underground department is as follows:—In the adit end east on Baldue lode, south part, we have driven the last month about four fathoms, where there is a continuation of tin in the lode east, nearly as far as the level is extended, but at present the extremity of this level is poor; we have driven now about twelve fathoms on this tin lode, where it varies from 3*l.* to 15*l.* per fathom. Adit level on Baldue north lode we have driven east within the last month about three fathoms, two of which the lode is small and not promising, but the last fathom east the lode is large, and has strong indications for tin. We are continuing the clearing of the adit south towards Wheel Commerce, and in course of another month I hope to say something about the appearances of the lodes there. Baldue shaft is cut down from the surface about twenty-four fathoms. On that part called Wheel Prosper, on the west part of the set, we are about to clear out an old adit, in order that we may see what the appearances and prospects are there; we have already cleared up an adit shaft about twelve fathoms, where the lodes have a good appearance, producing good samples of tin. As to the surface work, the weather having been favourable this last week, the buildings are in rapid progress; the walls of the carpenter's shop are up and the roof laid on, and the walls of the smith's shop nearly finished; the yard walls are nearly raised, the foundation for the counting-house is laid, and the engine-house we propose to begin on the 25th inst. From the Perran Foundry Company we hear that the engine is in a preparative state, and that the bob will be cast in about a fortnight from this time.

JAMES EVANS.

## TAMAR SILVER LEAD MINING COMPANY.

April 18.—I have little to notice in the present, the past week having been principally employed in cutting ground for the lifts, which we expect to complete to the fifty-five fathoms level in the course of this week. The Chyan-dour arrived with the castings on the 13th inst.

THOMAS PETHERICK.

## TRELEIGH CONSOLS MINING COMPANY.

April 16.—In the adit on the north lode the men have extended four feet, the lode is fifteen inches wide, all saving work, and likely to improve. In the back of this level the lode continues good; four men will break ten tons of ore this month. Our shaft-men are employed in fixing the lifts, &c. in the engine-shaft, and driving towards Maria lode. The masons will finish the walls of the engine-house next week, when they will begin to put in the loading and prepare for fixing the cylinder. Our other surface works are in a forward state. The tradesmen and labourers will be ready to go about the engine as soon as the different parts are brought. We have sampled a parcel of ore, computed twenty tons, produce seven per cent. We are not driving or working either of the Shaugen lodes, but the north one only, where, if the ore continues, we shall raise more than 50*l.* worth this month.

WILLIAM SINCOCK.

## WEST WHEEL BROTHERS MINING COMPANY.

April 16.—I am happy to inform you the silver lode in the twenty fathom level west has considerably increased in size, it is 2*l.* feet wide, quality just as last reported. I have reason to believe that ore long the lode will be much larger. The level is driven four fathoms west and two east, and there are three fathoms to drive west before it will be under the small silver shaft. I shall immediately rise against it to get a communication for the purpose of prosecuting the eleven fathom level, as well as ventilating the twenty, which will be a very desirable object. I have no doubt a considerable quantity of silver will be raised, as the ground already driven through has produced very rich ores. There are eight men sinking Lowe's shaft under the twenty fathom level, which I intend to have prosecuted with all possible speed till it intersects the lode. The twenty-three fathom level in Henrietta shaft going west is looking very promising, lode about four feet wide, producing some large and good stones of tin ore; should it continue to improve, as it has this last week, we shall soon be in a situation to prepare for stamping the ores.

April 19.—I am happy to say the silver lode at the twenty fathom level going east is more promising than I have yet seen it; the branch of white iron I mentioned last week is very rich, it is about fifteen inches high above the bottom of the level, and apparently getting up in the end. I am too late to send the receipts to-day, but hope to be in time to-morrow, when I will put in a few specimens, which I think you will approve, as I fancy they are much richer than what I have sent. The lode going west still continues 2*l.* feet wide, just as it has been.

JAMES CARPENTER.



## ALBION MINING COMPANY.

April 19.—In presenting you this day's report, we are glad to state we find a great change in the lode in the sixty fathom level east and west from the shaft for the better. The lodes in each of these ends are very large, and produce stones of ore; on setting-day last we gave 61. 10s. per fathom for the east end, and 61. for the west end; to-day we reset each of these ends at 50s. per fathom; the lode in the forty-seven east on the cañter is two feet wide, producing about half a ton per fathom. The forty east from shaft on the cañter still produces about a ton and a half per fathom; the appearances in other parts of this mine are much the same as stated in my last. We have sunk Mithian engine-shaft under the fifty-four fathom level about six feet; we find the lode to be about nine feet big, producing a great deal of malleable. The lode in the ten fathom level east and west from shaft on the south lode is twelve inches wide in each of these ends.

JOHN MIDDLETON.

## SOUTH WHEAL LEISURE MINING COMPANY.

April 16.—I beg to inform you that since my last report of the 9th inst. we have been clearing some old workings in the eastern part of Landrew, and at a depth of about eight fathoms we have met with a considerable quantity of water, which will naturally prevent any further operations in that part until the summer advances. All other work, buildings, &c., are going on as expeditiously as possible.

RICHARD ROWE, JUN.

## FOLBREEN MINING COMPANY.

It is with much pleasure I have to inform you that the course of tin discovered in the Flat-rod engine-shaft continues quite as good as reported in my last (still very rich); no new occurrence has taken place in the other parts of the mine, but we are going on favourably, both at surface and below.

RICHARD ROWE, JUN.

## FERRAN CONSOLS MINING COMPANY.

April 18.—In one of the ends we were driving southward, that I mentioned last week, we have cut a branch about nine inches wide, good for lead, it underlies more than any other we have seen, and conclude it to be a dropper falling into the main lode. Our prospects are very favourable, having lead upwards of thirty fathoms in length at the adit level, from which we have raised more than forty tons of lead ore, that will produce from 70 to 75 per cent. for lead, and from forty to fifty ounces of silver per ton of lead.

JAMES GRIPE.

## REDMOOR CONSOLS MINING COMPANY.

April 18.—The lead lode at the twenty fathom level north of Johnson's shaft continues very good. The thirty fathoms level driving south on it is not so productive, being disordered by a hard "bar" of ground, which now appears to be "wearing out." The lode in the adit east of the cross-course (north of Trelease's lode) is much improved since my last report, it is from two and a half to three feet wide, composed of malleable, quartz, and flucaen of a very promising description.

WILLIAM PETHERICK.

## EAST CORNWALL SILVER MINING COMPANY.

April 18.—We expect to complete the clearing of the levels here in about a fortnight or three weeks. As far as we have examined them we have reason to believe that considerable portions of the lode, not wrought in the last working of these mines (to say nothing of the ground to be explored), will yield large quantities of silver ore, some of which will be very rich. We have taken an average of the productive parts of the lode for upwards of 100 fathoms long, east and west of Georgina shaft, which produced 102 ozs. of fine silver in the ton of ore. An assay from the lode (formerly worked as a pitch by Richard Matthews) under the adit level east of Georgina shaft yielded 341 ozs. of silver per ton. The twenty fathoms level west of that shaft has also been examined; the lode is about two feet wide, five inches of which is very productive; the products of the assays from two samples taken from it are respectively 524 and 890 ozs. of fine silver in the ton of ore. We have selected several hands acquainted with those ore to break them and send them to the surface. The Chyandour has arrived at Cotehill Quay with eastings from Hayle, and we have received some parts of our plunger-lift on these mines, and are preparing to fix it.

WM. PETHERICK.

## EAST WHEAL STRAWBERRY MINING COMPANY.

April 18.—Having communicated the twenty-five fathoms level from Groat's engine-shaft to Groat's whim-shaft, we have resumed sinking it below that depth. In addition to the productiveness of our levels and pitches on Trewhith south (copper) lode, we have a very good branch of grey and black copper ore, of rich quality, above the adit level on it west of Robert's shaft. Our tin pitches at Orchard are also looking very well. In my next report I hope to state to you the time for our snapping, and the probable quantity of copper and tin ores which we have for sale.

WM. PETHERICK.

## CORNWALL GREAT UNITED MINES.

Eastern District, April 20.—I have been the whole of this day and yesterday on the eastern district of your mines, and I happy to report that their present appearance and prospects exceed my most sanguine expectations. The state and order of the works do credit to Captain Clymo and his assistants. The tin stuff now raising from Wheal Prosper end is of the most excellent quality, and there is abundance of it. You are, perhaps, aware that driving this level at eight fathoms from the surface realizes a profit of from 61. to 71. per fathom to the company. Such is the unusually rich produce at this shallow level. There is every reason to believe that upon this lode alone, when we sink deeper, the returns will amply satisfy the shareholders. The calculation upon which the foregoing statement is made is this:—We have six men driving in the western end; they turn out at least 100 sacks per fathom, equal to four cwt. of black tin per 100 sacks. Our last sale produced twelve of white tin for twenty of black; but for the purpose of this calculation we take the produce as equal to no more than ten for twenty, which would equal two cwt. of white tin per fathom; and this at 51. per cwt. is 101. We pay the men for driving the end 31. per fathom, and they pay all their costs; so that, exclusive of agents' wages (or a proportion of them for this small branch of our works), it is clear that 61. to 71. per fathom is saved out of this work. Say, after paying dues, &c., 61. per fathom. This we may assert is without precedent in the county at a similar level. The men can drive two fathoms per week. At Wheal Jenkin we pay 50s. per 100 kibbles, equal to 150 sacks. They draw, say 500 kibbles per week, which amounts to 750 sacks, each 100 sacks produces four cwt. of black tin, which equals thirty cwt. per week. This taken at ten for twenty (the sale last made was eleven and a half for twenty), equals fifteen cwt. of white tin, which at 51. per cwt. is 751. per week, from which deduct the tutwork money (50s. per 100 sacks, 121. 10s.), leaves 641. 10s., subject to dues and proportion of agents' wages. This supply we shall shortly increase, by adding to our number of men. I have discussed with Captain Clymo and Mr. Kittans the plan for proceeding with these mines, and have decided upon calling in Mr. West, the engineer, to decide, with Captain Clymo, upon the proper site for a steam stamp. Captain Clymo has considered the same, and purposes to place them upon the decline of the hill from Prosper towards Wheal Jenkin, and to affix flat rods to Jenkin shaft to supply the stamps with water, and to run the stuff down from Prosper by a tram-road. We can employ at least 100 heads. This circumstance you will be pleased to note, because it is a rare circumstance to obtain such produce until after many thousands have been spent in erecting steam power. With respect to the Greenhills great lode, there is no doubt we may obtain considerable produce from the same, by the aid of the great water-wheel erected in the Combe, as the adit runs deep into the hill, and we may sink thirty to forty fathoms at least below adit with this wheel, therefore I have desired Captain Clymo to direct all his force to the completion of the water-wheel, and to set to and get to work on Greenhills great lode as soon as possible. The stones broken from this lode are most rich and promising. As to Wheal Julia, I have requested Captain Clymo to prepare a report on the proposed course of working. In this spot we rather think we might drive in an adit from the foot of Clannicombe, so as to take the lode ten fathoms below the old adit, and come in at the hill at about sixty to seventy fathoms. Report speaks highly of this part of the mines. We can run a tram-road from hence very conveniently to the site of the proposed stamps. The result you will perceive is that we may work abundantly without the expense of steam power (beyond stamps) in Jenkin, Prosper, Greenhills, Julia, and contiguous lodes. As to Clannicombe, of course you know there must be an engine; and Captain Clymo, with the engineer, will shortly report upon.

AUDITOR.

## BRITISH COPPER MINING COMPANY.

Great Wheal Charlotte.—The lode in the twenty-two west is not looking so well as last week, being intersected with cross-heads. The north lode in the adit level west is from two to three feet wide, yielding good stones of ore. The lode in the back and end of the fifty-two west is much improved; it is from seven to eight feet big, producing six tons of ore per fathom. The lode in the fifty-two fathom east is also improved, is four feet big, yielding very good work; also in the back of this level, behind the end, where it is five feet wide, yielding four tons per fathom. The lode in the forty-two east is seven feet wide, yielding good stones of ore, but the lode, though kinder than it has been, is not rich either in the back or end.

## FOREIGN MINES.

## BOLANOS MINING COMPANY.

Bolanos, Jan. 3.—I beg to hand you this report for last month, beginning with the mine of Cocina, where we have not been doing any thing but forking the water as fast as means would allow, which is now about three varas above the Esperanza level. In Conejera we have been changing some of the timber-work in the perpendicular shaft, which has been the principal object, as it was very rotten. In San José we have not been able to recommence the sinking of the shaft, as we have had a little more delay than we anticipated, but the bearers are nearly finished, and we hope to resume the sinking in a week from this time. In Santa Tomas level we have got on pretty well,

considering the bad piece of soft ground which we have had to contend with, but fortunately we have had but very little increase of water, so by hard work and good attention of four of our Englishmen the worst of it is over. We have got about five varas in the soft ground, which is something stiffer, but not through it as yet; this channel of soft ground appears to be wider than the one in the level above was. In Guadalupe we have got on very well with the clearing the shaft, but we are not deep enough yet to see if the bearings and bottom of the crown lift are much injured, but we shall know by the end of the next week, and by the end of this month we shall be deep enough to fix the new plunger lift, which will be just deep enough to allow us to examine the Esperanza level; at San Vicente, Conejera, &c. we have changed the balance bob at the surface, which is working well, and which has put us out of danger as far as concerned these works. We are now dressing timber for the new shears, and shall change them as soon as they are ready. In San Diego and San Vicente we have not done any thing for the month, but we shall be obliged to do something to the repairing of the footway winze, below San Abran level, twelve varas north of San Vicente cross-cut, as it is broken about ten varas below the level. In Zapopa we have been making some repairs in the shaft above the San Abran level; and in the San Abran level, we have been obliged to change some timber south of the shaft, and must still continue to do so, as since the air is passing through the level we find it breaking worse than when the water was over it. In the winze forty-two varas south of the shaft we resumed the clearance on the 22nd ult. which is still in old workings, and those workings are very wide, and appear to have been very strongly timbered by the former workers. In the twenty-five and fifty-seven varas winzes, we have only been clearing some stuff brought in by the water, and making some repairs in the timber-work, but neither of these are in a bad state, therefore they require but little repair for the present. We have not been able to examine the Zapopa shaft below the San Abran level, and as yet, therefore, we cannot say any thing about it. I do not know of any thing more for the present, as our works are still very contracted.

NICHOLAS NICHOLLS.

Bolanos, Jan. 27.—I have now to inform you that on the day previous to my departure from Zacatecas (Jan. 20) preparations were making for the conducta, and that by the same we expected to remit to the coast for shipment from \$20,000 to \$25,000, as circumstances would permit, the deliveries of the mint being always uncertain, as I have already stated on former occasions. It is very likely that, owing to the war with Texas, some unpleasant news will reach Europe, particularly now that the conducta is on the road. I beg however to observe, that these news are generally circulated by the opposite party in order to discredit the present government. We have nevertheless consulted Mr. Pakenham before the conducta was sent, and he is of opinion that there is no danger. You will have observed that Mr. Schuchardt, in his report to me for December, speaks of good ores in the works of San Clemente upon the San Diego vein, likewise in the winze of Dolores, No. 2, sunk on a vein or branch parallel to the vein on which the Dolores level was driven. This last discovery is very likely to prove of consequence. As we are making preparations for the yearly report, I shall have to give you in that document all the necessary information about the state of the works in both districts; meanwhile, I beg to inform you that in Bolanos we have got again to the bottoms of Zapopa and Cocina, and I am in hopes that we shall soon be doing something good in this district. The astonishing progress made of late in the cross-cut of San Tomas in San José, will require that the engine and pitwork in that shaft should be got ready without delay, and we expect to complete every thing by the end of April.

D. FLORES.

Casa Nueva, Jan. 9.—The extraction of ores from Gallega, was 10,071 cargas. The work which afforded the greater quantity was the place No. 1, of Buen Suaso. This work, according to my opinion, will produce abundance of ores for a considerable time to come, supposing the ores to continue as hitherto in both ends and in the rise. The repartition of cargas indicates that by tutwork alone were extracted 1,121 cargas, being more than a tenth part of the whole extraction; and this allows us reason to hope that the produce of Gallega may continue longer than was expected. The rise of Guadalupe, No. 2, arrived at the end of the second week at the limit of the ores, and for this reason the driving was suspended; the small vein remained very narrow and hard. In place of this detajo I commenced a winze in the level of Dolores, near to that of San Juan, calling it winze No. 2 of San Juan, to examine the vein in that quarter of the level. It has turned out that the winze No. 1 of Dolores does not strike the vein in which the level was driven, but runs in the hanging wall; and having met with such good fruits in the end of La Cruz, I thought it expedient to survey the vein below the level of Dolores. We found very good ores in this new winze; thus from two and a half varas drift were extracted sixty-five cargas. If it continues as above we have a considerable mass of ores in that quarter, where nothing was expected. I hope that at the end of this month I may be able to communicate a good intelligence respecting this point. To the west of the work of San Clemente an end was driven on the vein of San Diego, called end of San Clemente, to the west; the vein is about a vara wide with very good fruits. Taken from thence forty-one cargas. The driving of the bottom level of San Clemente has remained some time inactive, in consequence of the ores partly dispersing in various directions. A winze was commenced there, and very good fruits again discovered, and in abundance; 34 varas were driven, and the extraction was 243 cargas; hence nearly nine cargas to each cubic vara. In the mine at Maria were two destajos, the cross-cut in Esperanza and the end at San Rafael to the west. At the conclusion of the second week the cross-cut was suspended, having entered the greenstone veined with calcareous spar, after having cut some strings of quartz; it is supposed that the strings already cut is the vein that we seek, which in this part very probably is dispersed. The end of San Rafael is in a mass sufficiently large, and as it has good ores, although in narrow bands, we may hope to extract from there something of consideration. The ores are not yet broken, in consequence the great quantity taken from the two and a quarter varas in driving is not yet ascertained. In the shaft we have not at present finished repairing the rotten timbering, which has given us much trouble from the damage sustained in three sides of the shaft.

F. SCHUCHARDT.

## UNION GOLD MINING COMPANY.

Dec. 5, 1835.—Since my last report we have cut through No. 3 vein in the sixty feet cross-cut from Reading's shaft, and have commenced driving a level south from the cross-cut on the same; we have driven seventeen feet during the week; the vein is large, about four feet wide, composed of several branches of quartz, intermixed with talcose slate, disseminated throughout with the brown oxide and sulphur of iron, with cubical pyrites, and has a favourable appearance for gold, as some of the veinstone, when broken, shows gold very clearly. As the air in this level is beginning to be a little foul, I purpose to discontinue the level for the present, and commence cutting a communication from the back (or roof) of this level to the old level driven south from Taylor's shaft last year, which will not only be advantageous for air, but also for laying open ground and proving the vein; at the same time we shall be getting out ore. Mr. Phillips is going on very well in erecting the engine and crushing-mill; the mason work necessary for the first boiler is nearly complete; and I expect to have the other boiler finished by the end of next week, when we shall lose no time in getting it fixed in its place.

Dec. 12.—Since my last our operations in this mine are going on very regularly; we have raised and timbered twenty-four feet, during the week, from the sixty feet level at Reading's, towards the level south from Taylor's shaft above. The vein in the rise is more shattered and less compact than it is in the sixty feet level below, or in the level above, where the vein is about four feet wide in both of these levels. I hope, during next week, to be able to communicate the rise with the level south from Taylor's shaft; and, when completed, we shall recommence driving the sixty feet level on the vein south from Reading's shaft. Mr. Phillips is getting on very expeditiously with the erection of the engine and crushing-mill; the second boiler for her is finished and fixed in its place. All our hands are at present in good health.

Dec. 19.—Since my last report we have communicated the rise from the sixty feet level at Reading's with the old level south from Taylor's shaft: the distance between these two levels on the angle of the vein is about thirty-two feet. We recommenced driving the sixty feet level south on Wednesday last; the vein still continues to be large, from three to four feet wide, and very regular; the character of the veinstone appears to be very much the same as stated in my former letters. Mr. Phillips and his men are going on very satisfactorily with the erection of the machinery, as well as the masons in building the flues, &c. under the boilers.

Dec. 26.—Our proceedings at this mine have been carried on very regularly; we have driven and timbered, in the sixty feet level south of Reading's shaft, fourteen feet during the week. The vein is not altogether so wide as stated in my former reports; it is now a little over two feet, and less compact. The character of the veinstone, as regards its quality, appears to be very much the same, making but little or no alteration. We have cleared out the bob-pit at the engine-shaft, and fixed the wood-stands for carrying the bob; it is now ready to receive the masons, and I expect they will commence building the walls of the bob-pit next week. We are promised the H-piece for the plunger lift in a few days, from the foundry at Fredericksburg; as soon as it is delivered we shall commence putting down the pit-work, &c. at the engine-shaft. All our hands are at present in good health.

January 2, 1836.—Since my last we have driven fourteen feet in the sixty feet level south of Reading's; the vein at present is not so good as I could wish, being split up into branches, and intermixed with common slate, of which we save but very little for ore. Mr. Phillips has now fixed the heaviest parts of the engine and crushing-mill, and can do in future with less hands. I intend therefore to open a level, and commence driving on No. 3 vein from the sixty feet cross-cut, and to examine the vein in this part for a few days before we commence putting down the pit work at the engine-shaft. In consequence of there being no working at the foundry at Fredericksburg, the H piece is not yet cast, but we expect to have it in a day or two. I expect, in about a fortnight, to have the masonry about the boilers completed; and in the mean time, the engine and crusher will be got ready to work.

Jan. 9.—During the last week we drove and timbered, in the sixty feet level at Reading's, eighteen feet south and fourteen feet north. The vein both levels is much disordered, being split into several small branches of quartz, intermixed with common and talcose slate; consequently there has been but a small quantity of ore taken out. The bob at the engine-shaft finished, and laid in its troughs. Mr. Phillips will have the engine-boilers completed, I expect, in about a week from this, and will be ready to work; owing to the labourers of the foundry at Fredericksburg not setting in as yet from their Christmas holidays, the H-piece for our lift of pump not cast; we are entirely waiting for it, and I am afraid, in consequence of this delay, that we shall not be able to get our pit-work down by the time the engine will be got ready to work.

Jan. 16.—Since my last we have driven on No. 3 vein, at Reading's, the sixty feet level, nineteen feet south and eighteen feet north. The vein both levels has much improved; and numerous small veins, as mentioned in my last report, having formed into a body, the vein is now more compact and looking favourable for gold; a few particles has been seen in break the veinstone. The engine and boilers are nearly completed, a day or so only wanted to make it entirely so; we expect to be able to light a small fire under the boilers by Tuesday next, to dry the flues, &c., before we commence working. The H-piece cast at Fredericksburg for our plunger, or forer haul, has just been brought to the mine. I shall commence immediately fix our plunger-lift: in the mean time, the pitman and summen will be engaged in putting down the main rods and in getting the pit-work in order. I hope to be able to announce the completion of this work in my next.

RICHARD MANUELL.

[To be continued.]

## NEW GRANADA MINING COMPANY.

Santa Ana, Dec. 27, 1835.—On the 24th instant the amalgamation machinery was set to work, and we began to amalgamate the remainder of parcel of ore already roasted. We expect to be able to remit you the \$2,000 silver by the end of January, with our one barrel; and as soon the other is up, I hope to increase it about 3,000 oz. per month. Mr. Ma will commence in a day or two to grind some ore for the patio.

Miner.—Supply of Ores.—We have but one ore station at work, forty fathoms back, as we have a tolerable good supply of ore on hand. Forty fathom level end north.—Further extension of the Mine.—The drive of this end is going on very well indeed. The lode has been, throughout the month, of a most excellent quality. The end has become more favourable for working; it is not so hard as it was.

Stephenson's Shaft.—The clearing up and re-timbering of this shaft is proceeding satisfactorily. The men are down about six fathoms under the shaft. The air in the northern parts of the deep workings is rather dead; and, in order to create a circulation, this shaft must be opened out as quickly as possible to the twenty-four fathom level.

Mill.—A pair of new French burr stones have been put up and set to work as they are very thick and well made, I expect they will last at least ten or twelve months. The former pair had become worn out.

Ores for Amalgamation.—As we have about three months' supply of ore the amalgamation house, and no room to hold any more, all the ore for stamping, for some time to come, will be piled up at the mine, and stamped when there is water for more than the nine wet stamps. In order to work away as much of the piles of the wet stamped ore as we can, and have a stock of washed ore by the time the dry stamp sets in, so that we may have only three or six heads can work for the want of water, we may have a rich dry stamp ore for the three dry stamps.

Earthquakes.—Since the 1st inst., we have been in a continual state of alarm, owing almost to an hourly visitation of earthquake.

## COLOMBIAN MINING ASSOCIATION.

La Baza, Dec. 17, 1835.—Santa Catalina Mine, Wills' End.—Continues to improve, although but little has been done there since my last.

San Antonio Sink, I am happy to say, also, is improving considerably. Captain Patten is making preparations to weigh and sample the ores from these stations according to the orders of the board, you will in January henceforward be able to judge of the improvement that takes place, as well as be informed of the exact quantity of ore that we raise.

Reduction Works.—Our large stamps are at last completed, and have been at work, viz. twenty-five wet and four dry stamp-heads; only twenty-four have worked together as yet, as we have no more stamp-heads on hand; at the holidays they will be kept going regularly for some time to come. The roasting furnace has been rebuilt, and answers much better than formerly, it consumes much less wood.

Returns.—Owing to the delay in completing the roasting furnace, are as yet ready, but I shall be able to send you \$2,000 in ten days' time.

Jan. 12, 1836.—Mines.—I have nothing to add to my last. Captain Patten is waiting for the result of the present bargain in sinking in San Antonio in order to report the progress for the last and the prospects of the present year.

Returns.—Enclosed I hand you an invoice of four bars of silver and ingot of gold, which will produce about \$1,750. The parcel of ore we gave these returns will yield \$400 more, but I could not detain my remittance any longer to finish it. I expect to have a similar amount ready send you by the middle or latter end of February.

J. JONES.

Marmato, Jan. 12.—Mining Department.—Mr. Degenhardt's report gives a detailed account of the most important occurrences of the past year connected with the mining department, as well as the existing state of all present workings. It was only a few days ago I had the pleasure of going through the mine with Mr. Degenhardt and the Anori visitors, and I had much pleasure in bearing testimony to the general good arrangements in various departments. I shall here also remark, that it was quite a matter of surprise to the Anori gentlemen who accompanied us to find the inner corner of the mine possessing such free ventilation; a constant and free circulation of air is kept up from the lowest adit to the San José. The arrangement given to allow underground works in preference to surface workings has been always most particularly attended to, and with decidedly a good result. Many of the surface ponds, who most strenuously objected to being employed in the mine, have since become expert miners, and others are daily following their example.

Mr. Degenhardt in his report shows an evident reduction in the price of fathom of ground, expended by both European and native miners in the past year, and taking into consideration the nature of the ground we have had to contend with during the past year, the reduction in the price indicates improvement in this department of a favourable and pleasing description. It is also true that 1,927 square fathoms of ground in 1835 produced 115 tons of ore, whereas in the year 1834, 1,425 square fathoms only gave 74 tons; this difference arises from a variation in the size of the lodes being favourable of 1835.

Surface Works.—One of the most important works on the surface (new dressing-floors) is, I am happy to say, now in a fair way towards completion. The contractors are making rapid progress with their work, and will be most gratifying to see this building finished, after having had to contend with so many difficulties and casualties in the course of its erection. The principal surface works which have occupied our attention during the past year have been the removal of the hill above the dressing-floors, building of walls to secure the works from accidents, the new office with iron safes for depositing the cash, &c., repairs and alterations to the accommodation of the permanent staff, and capable of being kept at moderate expense; houses have been built for the accommodation of the parties, per Donald and Hannah; alterations and divisions in the department of, in my opinion, singular utility, and the arrangement of having the laboratory and assay-office in the lavadero has many advantages.

Works in progress.—The new shoot is in a forward state for conveying the mineral at a cheaper rate from the Sebastiana floors to the crusher. The eight-head mill will soon be completed, as the workmen are to continue at this work until it is finished. The other two mills are in excellent order; the cambs seldom require to be changed, and stoppages are rare, except account of repatching lifters and other necessary alterations. Mr. Hopkins' attention and good management fully provides for all we can desire in a mechanical department.

The Church.—This is another work which may be classed amongst the accomplished during the past year; there is still a little work requiring to be done to the interior, but this we shall take convenient opportunities finishing by degrees; and as to the

New Village.—The most decided improvements have taken place since I last reported progress. It requires no further aid or support from this establishment; several respectable families have become residents; alcaldes have been regularly appointed; the prison, erected at the expense of the parishioners, nearly finished, and the school will soon be completed; to the latter I have promised a small donation, in order to hasten its progress.

Expenditure.—Having in the course of the past year accomplished several necessary works, we are now in a position to diminish the number of men and lower surface ponds, whilst to encourage and keep up an efficient force of native labourers in the mine department, is a point we shall not lose sight of.

Reduction Department.—When the new dressing-floors are ready, and can commence operations in that quarter, the expenses in the reduction department, I feel persuaded, may be lessened; and I also hope we shall be able to introduce dressing the mineral by machinery, as well as other improvements of an advantageous nature; there is every probability of diminishing the loss of gold by having the whole of the dressing conducted on same floor, and the attention of the English dressers not divided but fixed to the operations going forward under their immediate inspection.

The Weather.—appears to be unsettled, rather inclining to fine. Earthquakes have been frequent during the last few days, but the shocks are



slight. The fall of rain from the 25th ultimo to date, inclusive, 10 in. 25ths.

**Stamp-heads at Work.**—The average number of heads at constant work from 25th ult. to 11th inst., 304 at forty blows per minute.

**Jan. 19.**—The average number of stamp-heads at work has been about the same as when I last addressed you.

**The Weather.**—during the past week has been fine, and earthquakes very frequent, although the shocks we have experienced have not been of a violent nature.

W. WILLIAMSON.

(To be continued.)

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

**MONDAY.**—The Marquis of LANSDOWN moved resolutions founded on those of the Commons, on the subject of Railroads; the first being in substance the adoption of the principles embodied in those of the Commons, as far as the orders of the House of Lords will admit; and a second, giving a power to their lordships, when a bill was not opposed, to call, if they thought fit, for additional evidence before passing the bill. Agreed to, and ordered to be printed. [The resolutions alluded to have already been given in the columns of the *Mining Journal*.]—The Irish Municipal Corporations Bill was read a second time.

**TUESDAY.**—Lord MINTO stated, in answer to an inquiry from the Earl of HARDWICKE, that the Naval College at Portsmouth was to be suppressed, and that the means by which naval architecture could be taught was now under the consideration of Government.

**WEDNESDAY.**—The Birmingham and Gloucester Railway Bill was read a third time and passed.—The Sheffield and Rotherham Railway Bill was read a second time.

**THURSDAY.**—The London Grand Junction Railway Bill was read a first time.

**FRIDAY.**—The attention of the House was occupied for some time by observations of Lord LONDONDERRY upon a letter written by Lieutenant Colonel Evans, and which had appeared very generally in the journals of this country. No motion was made upon the subject, and after a few remarks by Lord LONDONDERRY and the Earl of MINTO, the conversation dropped, and the House adjourned.

## HOUSE OF COMMONS.

**MONDAY.**—On a motion of Mr. CLAY that the Great Northern Railway Bill be recommitted, the parties having failed to comply with the standing orders, considerable discussion took place, but upon an appeal to the Speaker, who was of opinion that the Bill ought not to be again referred, the motion was withdrawn.

**TUESDAY.**—The Dublin Steam Packet Company Bill was thrown out on the third reading; ayes 120, noes 174.—Mr. HARVEY's motion for the reversion of the Pension List gave rise to an animated discussion, when upon a division of the House there appeared for the motion 146, against it 216, majority 70.

**WEDNESDAY.**—Mr. ORMSBY GORE moved the further consideration of the Report on the London Grand Junction Railway Bill. Lord G. SOMERSET moved that the Bill should be recommitted. On a division there appeared for the original motion 106, against it 42. A discussion then arose upon the vote given by Sir Samuel Whalley, who was a shareholder and director in the concern, and had joined with the majority. Precedents were adduced to show that the votes of members having a pecuniary interest in private bills had been rejected, and the vote of Sir Samuel Whalley was finally allowed.

**THURSDAY.**—The London Grand Junction Railway Bill was read a third time and passed.—Sir A. AGNEW moved for leave to bring in "a bill to extend to all classes of his Majesty's subjects the privilege of protection in the observance of the Lord's-day." A strong opposition took place, but upon a division there appeared in favour of the motion 200, against it 82.—Mr. HARDY moved certain resolutions relative to the sale of a seat for Carlisle to Mr. RAPHAEL. A long and stormy discussion took place, and occupied the House till a late hour, when the question was adjourned.

**FRIDAY.**—Mr. HARDY's motion respecting the Carlow Election was resumed, and the discussion upon it was long and violent: upon a division there appeared for the motion 169, against it 243, majority 74. The House adjourned at a quarter past 3 o'clock till Monday.

## DUCHY OF CORNWALL.

## AUDITOR'S REPORT.

## LETTER V.

**TO MINERS.—GENTLEMEN.**—I think my last letter sufficiently exposed to George Harrison's mistaken construction of the statute of the 16th of Charles I. I have waited for two weeks since the publication of that letter, in order to give Sir George an opportunity of convincing the public that he was right and I was wrong; but he has quietly submitted to my position of his error, and therefore I am entitled to the inference, which naturally arises in consequence of his silence, viz. that Sir George is satisfied that his book contains a very fallacious argument, presenting a conclusion calculated seriously to mislead the public. It is unfortunate that this fallacy should have been a laboured one, because it becomes the more difficult to account for the error. If Sir George had not written so much, to prove that his construction of the statute required to be supported by authorities subordinate to the statute, it might well have been conceived that he had read the act incautiously; but when it pointedly appears, upon his own showing, that he required the aid of the Statutory code to enable him to construe the statute so as to interpret it at variance with its own clear meaning, why then all people who would wish official characters to be respected, must lament the error.

Having proved, as I have done, that "the existing system of Statutory jurisdiction" is neither sanctioned by custom nor the legislature, that having established the converse of the auditor's proposition, I proceed, as I promised in a former letter, to give some extracts from records, to show that there were four separate Statutory courts, and to illustrate the primitive character of these courts. Sir George admits, in his book, that there were four courts and four stewards, whilst he gives no authority upon which those courts were consolidated: but it will be satisfactory to place higher authority on these matters.

It may occur to some parties that my labours are now unnecessary, seeing that a Bill for a new court is on the threshold of the Commons' House of Parliament. My reply is, that the public know nothing of that Bill, and that, as there is no doubt the auditor is connected with it, there every reason to fear it will be grounded on the erroneous views he has published in his report.

I am therefore anxious to call the attention of the mining public to its ancient rights. Shareholders, both in the county and out of it, must studiously examine every clause of it; particularly the latter, who may otherwise have their property sacrificed by means of a local court. Not if that local court be a proper one: but I tell the public to look well to a Bill, which comes warm out of the hands of public placemen and sinecurists, a leader of whom has ventured to write up the Court, which that Bill is a remodel, prior to its introduction to Parliament.

I rely upon the intelligence and public spirit of the county and borough members of Cornwall, to obtain a committee of the House, to inquire into the state of the Stannaries, and not to suffer a Bill to be run through the House, which will operate as a check upon mining.

It is to be feared that that political engine, the Duchy, may blind some of our county members; for there can be no doubt it has been put in motion for that purpose, and therefore greater vigilance is required by others.

Two or three points may be suggested. The judge must not be appointed by a Duchy officer. Residents out of the county must not be subject to its process.

The law must not be altered in Cornwall to facilitate the recovery of the law against mines, to the prejudice of mine adventurers.

The Statutory codes must not be confirmed in any part, without public inquiry being first made regarding them, before a committee of the House.

Mying concerns must not now be legislated upon with reference to the circumstances in which they were placed in former times.

I cannot repeat too often, that the county requires no other court than a local court to execute the law of the land; and therefore, of law, having jurisdiction over all minerals: but any Bill attempting a new, or a revised, code of local law, should not be passed without inquiry into a committee. I am gentlemen, your obedient servant,

GEORGE COMCANEN.

Extracts from Public Records of the Proceedings of the Stannary Courts.

**TWYNHAYLE STANNARY.**—16 Edward IV. Twelve sworn and tried. A law court there holden at Truro, the 6th day of May, in the year above written.

The jury and triers came and presented defaults: the tollers of Polgas; the tollers of Tyas, 3rd; the tollers of Hallsbyll, 3rd; the tollers of Nansay, nothing xxx.

15th May.—17 James.

**FINES.**—Of Mark Barnard, for a fine imposed on him, because, that with arms he entered into a certain tin work called Wheal in Firo, in the possession of William Cotty and others, and disturbed these

persons in the tin-work, against the custom of the workers in the Stannaries whereof he was convicted, as appears by the court rolls.

**"STANNARY OF BLACKMORE.**—James I.—Court of the Lord the Prince there held 19th November, in the year aforesaid.

"One tyn works, lately called Little Carhulye, now called Kitt Nest, voyde for want of renewing of bounds."

(The record then sets out the bounds, which some became void.)

**"STANNARY OF FOWTMOORE.**—10 Henry VIII.—4 Elizabeth.

"Records containing registers of bounds."

N.B. Let any one look at the nature of the business of these courts, as it appears from the above records, and compare the same with the character Sir George attempts to give the court by his book, and it will appear that there is no pretence for stating that these Stannary courts were sufficiently comprehensive to "embrace the settlement of every right and interest connected with the produce of tin." Yet so Sir George asserts.

It is a curious fact, that the Stannaries (Sir George's "parliament") tell us, in the Stannary illegal code, that the records were destroyed in the revolution of Charles I.

It would seem that they did not search beyond Lostwithiel. G. C.

## FROM THE LONDON GAZETTE.

Tuesday, April 19.

## PARTNERSHIPS DISSOLVED.

M. Weston and H. P. Bazzard, Kibworth Beauchamp, Leicestershire, milliners—W. Smith and E. Read, Aldersgate-street, importers of Tuscan plate—R. Workman and T. Workman, Gloucester, shoe dealers—J. Chamberlain and W. Chamberlain, Newington Causeway, brush manufacturers—J. Foster and H. Bradley, Stourbridge, Worcestershire, iron masters—T. J. Collier, J. Foster, and H. Bradley, Hadley, Shropshire, iron masters, so far as regards H. Bradley—W. White and H. Percer, York, druggists—J. Thompson, T. W. Sear, and J. F. Lillie, Leeds, stuff merchants—J. Robinson and R. Robinson, Derby, mercers—C. Marshall and G. Banham, Montpelier-vale, Blackheath, corn chandlers—W. Bradley, W. Cawthorn, and J. N. Mappin, Sheffield, brewers, so far as regards W. Cawthorn—J. Roberts, C. Finley, and T. Morris, Tipton, Staffordshire, miners—W. Bayley and N. Adams, Manchester, calico printers—A. F. Edwards and H. G. Robinson, Park-lane, St. James's, attorneys—J. Townsend and W. Daff, Nottingham, drapers—H. R. Evans, T. Archer, and H. R. Evans, jun., Ely, Cambridgeshire, solicitors—G. Leeds and H. Atkinson, Manchester, manufacturers of small wares—G. Fraai and G. Fraai, jun., Goswell-street, engineers—H. Gordon, T. Watson, J. Robinson, and J. Cumming, Liverpool, brass founders—W. Maddams and H. Maddams, Wood-street, Tabernacle-row, cow keepers—B. Whitehead and R. G. Stracy, Manchester, coal merchants—A. Ritchie and D. Gibson, Burgh-mill, Stirling, skippers.

**BANKRUPTCY.**—Frederick Perkins, High-street, Kensington, chessmonger, to surrender April 25, May 31, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. John Collins.

Thomas Benjamin Atkinson, Baker-street, Lloyd-square, Jeweller, April 25, May 31, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Lawrence and Hlekarne, Bucklebury; official assignee, Mr. Lackington, Basinghall-street.

John Laidlaw and George Turner, Fetham, and Cole-street, Trinity-square, Newington, composition candle-makers, April 25, May 31, at the Court of Bankruptcy, Basinghall-street. Solicitors, Mr. Pacey, Three Crosses-square, Southwark; official assignee, Mr. Cannon, Bankruptcy-court, Basinghall-street.

Richard Rowlett, West Smithfield, licensed victualler, April 25, May 31, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Clark, Old Broad-street; official assignee, Mr. Abbott.

Thomas Youde, Woodville, victualler, April 25, May 31, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Harvey and Wood, Lincoln's Inn-fields; official assignee, Mr. Johnson, Basinghall-street.

Satuel Chifney, Woodliffe, Cambridgeshire, livery-stable-keeper, April 25, May 31, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Dignum, Gerard-street, Soho; official assignee, Mr. Goldsmid, Ironmonger-lane.

Thomas Giles, jun., Manchester, packer, May 4, 31, at the Commissioners' Rooms, Manchester. Solicitors, Mr. Haddell, Manchester; Messrs. Sharpe and Son, Lancaster; and Messrs. Cavele and Enfield, Southampton-buildings.

Samuel Crookwell, Torquay, Devonshire, wine and spirit merchant, April 25, May 31, at the Half Moon-lane, Exeter. Solicitors, Messrs. Burfoot, King's Bench-walk, Inner Temple, London; and Messrs. Giffey and Kingston, Exeter.

John Carter, Newark-upon-Trent, Nottinghamshire, hosier, May 3, 31, at Gilchrist's Hotel, Newark-upon-Trent. Solicitors, Messrs. Austen and Hobson, Gray's Inn-buildings, Gray's Inn; and Messrs. Percy, Smith, and Percy, Nottingham.

**DIVIDENDS.**—May 10, P. Walker, Quicksett-row, New-road, builder—May 12, T. G. Ramsay and S. Lancaster, Mark-lane, wine merchants—May 10, W. Hall, Crosby-square, Lower Thames-street, packer—May 11, T. J. Titterton, Gray's Inn-lane, coach-maker—May 11, D. Grant, Torquay, Devonshire, builder—May 11, F. J. Mason, West Strand, bookseller—May 10, G. Webb and J. Stewart, Threadneedle-street, merchants—May 10, J. Knott, W. Smith, and J. Clarke, Duke-street, Southwark, hat manufacturers—May 11, W. D. Graham and J. Tate, Newcastle-upon-Tyne, linen draper—May 11, W. Parry and C. Berry, Oxford-street, upholsterers—May 10, J. Halliley, J. Brooke, James Halliley, and J. Halliley, jun., Dewsbury, Yorkshire, woollen manufacturers—May 10, G. Tunstall, Worcester, hop merchant—May 10, G. Ryland, Birmingham, dyer—May 12, E. Emerson, St. Paul's, Durham, iron-founder—May 17, T. Hinde, Liverpool, merchant—May 20, R. O. Hughes, Carnarvon, druggist—May 13, T. Jackson and W. Jackson, Liverpool, linen merchants.

May 12, B. Ezekiel, Thverton, draper—May 13, J. Ravenscroft, jun., Manchester, wine and spirit merchant.

**CERTIFICATES** to be granted, unless cause be shown to the contrary on or before May 10.

M. Lost, Nino Kins, Battersea, whitening manufacturer—T. Tucker, Shaldon, Devonshire, ship builder—B. J. Wetherell, Osmothery, Yorkshire, bleacher—J. Briddon, Liverpool, corn merchant—W. North, Kingston-upon-Hull, merchant—J. Heap, Manchester, machine-maker—W. Edwards, Greenwich, coal merchant—J. Walton, Kingshorpe, Northamptonshire, maltster—H. Fleming, Fleet-street, printer—C. H. Mueller, Norwich, music seller—J. Darby, Gray-lane, carpenter.

Friday, April 22.

## PARTNERSHIPS DISSOLVED.

T. Dale and J. Docker, Manchester, Manchester warehousemen—J. Boulton and S. Boulton, Newgate Market, meat-salesmen—W. Oakes and J. Turner, Sheffield, edge-tool-makers—J. Stickeney and G. Stickeney, Ratcliff-highway, slop-sellers—J. F. Neale and W. M. Neale, Crosby-row, Walworth, chemists—J. Bland, S. Bland, W. Bland, and T. Bland, Carlton, Yorkshire, rope-manufacturers, so far as regards the said J. Bland—J. Smith and J. Brown, Boroughbridge, Yorkshire, grocers—T. Gibson and J. Matfix, Ulverston, tobacconists—T. Summerscales and J. Summerscales, Lincoln, maltsters—J. Carter and T. Brown, Clifton, Somersetshire, common brewers—E. Mercer, J. Mercer, and D. Murray, Clitheroe, Lancashire, cotton-spinners, as far as regards the said D. Murray—W. Maginnis, sen., G. Maginnis, W. Maginnis, jun., and R. Travis, Manchester, glass-manufacturers.

**BANKRUPTCY.**—William Carter, Butler's-place, Chapel-street, Pentonville, master-mariner, to surrender April 25, June 3, at the Bankruptcy Court. Solicitor, Mr. Ellis, Courtet-court, Gracechurch-street; official assignee, Mr. Turquand, Cuthall-buildings.

Henry Brown, High-street, Shoreditch, cordwainer, April 25, June 3, at the Bankruptcy Court. Solicitor, Mr. Young, Mark-lane; official assignee, Mr. Whitmore, Basinghall-street.

Thomas Ditchburn, White Lion-court, Cornhill, scrivener, May 2, June 3, at the Bankruptcy Court. Solicitors, Messrs. Desborough and Young, St. Paul's-lane; official assignee, Mr. Goldsmid, Ironmonger-lane.

Benton Nicholson, Leicester-place, wine-merchant, May 3, June 3, at the Bankruptcy Court. Solicitor, Mr. Pool, Clement's Inn, Strand; official assignee, Mr. Groom, Abchurch-lane, Lombard-street.

Christopher Hodson, Thomas Hodson, and John Wolfenden, Rochdale, cotton-spinners, May 7, June 3, at the Commissioners' Rooms, Manchester. Solicitors, Messrs. Haddell and Grove, Manchester; and Messrs. Johnson, Son, and Weatherall, King's Bench-walk, Temple.

John Sharp, North Shields, grocer, May 17, June 3, at the Bankruptcy Commission Room, Newcastle-upon-Tyne. Solicitors, Messrs. Bainbridge and Spenser, South Shields; and Messrs. Bell, Broderick, and Bell, Bow Church-yard.

George Augustus Badger, Fielding, and George Augustus Fielding, Portsea, brewers, May 8, June 3, at Totterdell's Continental Hotel, Portsea. Solicitors, Mr. Low, Portsea; and Messrs. Winburn and Collett, Chancery-lane.

David Pugh, Newport, Monmouthshire, grocer, May 3, June 3, at the Commercial-rooms, Bristol. Solicitors, Mr. Haberfield, Bristol; and Mr. Stephens, Gray's Inn-square.

George Newman, Lawrence-lane, City, warehouseman, May 16, June 3, at the Commissioners' Rooms, Manchester. Solicitors, Messrs. Bagshaw and Stevens, Manchester; and Messrs. Johnson, Son, and Weatherall, Temple.

DIVIDENDS.

May 13, G. Williams, Union-court, Old Broad-street, merchant—May 13, R. Hamlin, Poland-street, Oxford-street, tailor—May 16, R. Thomson, Sun-court, Cornhill, merchant—May 13, H. Gardner, Pandey-street, Rochdale, cabinet-maker—May 13, J. Conrad, Bath, linen draper—May 13, J. Robinson, Bridge-street, Westminster, bootmaker—May 13, J. Joyner, R. Burridge, and J. B. Joyner, Romford, bankers—May 14, B. Miller, Emworth, Southampton, rope-maker—May 13, H. Nixon, Warwick-lane, City, carpenter—May 13, W. Smyth, Portsea, coach-master—June 31, J. Freeman, Ipswich, tailor—May 14, J. Power, sen., and J. Power, jun., Atherstone, Warwickshire, hat manufacturers—May 17, S. R. Whitty, Acomister, Devonshire, carpet-manufacturer—May 16, A. L. Burgess, Rlyth, Northamptonshire, alkali-manufacturer—May 17, B. Merry, jun., Norwich, corn merchant—May 17, W. G. Matthee, and C. A. Matthee, Liverpool, moonshiners.

**CERTIFICATES** to be granted, unless cause be shown to the contrary, on or before May 13.

J. Beeden, Company Ash, Suffolk, innkeeper—J. N. Holbrook, Nottingham, lace-manufacturer—J. Wetherby, North Shields, brewer—M. Pott, Hoxton Norris, Lancashire, coach-proprietor—D. Grant, Kensington, builder—S. Dalby, Fleet-street, boot-maker—A. Goodrich, Edward-street, Portman-square, dressmaker—T. Winn, Leeds, victualler.

## COMMERCIAL INTELLIGENCE.

**THE COLONIAL MARKETS.**—The demand for British plantation sugars has again been very considerable, both from the grocers and refiners; the estimated purchases for the week are about 2,000 hhds., and prices are about 1s. higher than the currency of last week. The market is now nearly cleared of West India sugars, many of the leading brokers having sold out the quantity they had on hand; there were only about 200 hhds. left on show at the latter part of yesterday; Demerara of brown quality, selling at 62s., middling and brown Barbados 63s., strong grain Jamaica of good brown quality 63s. 6d., good middling Granada 64s. to 65s., fine Antigua 66s. to 67s. The quantity now held in first hands is calculated to be not more than 2,000 hhds. On Tuesday 136 hhds of new Barbados brought to public sale, went off with spirit at an advance upon the former sale of 6d. to 1s. per cwt.

m bidding to fine 65s. to 66s. 6d. 140 hhds. more of new Barbados sugars will be brought to auction on Tuesday next.

**Messias.**—There were two public sales on Tuesday, containing 7,334 bags, which went off with considerable briskness at an advance of 6d. to 1s. per wt. Yesterday there were two other sales; the quantity was 9,943 bags, which found ready buyers at an improvement of 6d. per cwt. on the sales of Tuesday; very low 5 right brown 57s., washed 57s., middling yellow 62s. to 63s., and dry white 68s. 6d. to 69s. A great deal of business has been doing by private contract, reported to be mostly on speculation. A public sale of 3,000 bags will be brought forward on Tuesday next.

**EAST INDIA SUGAR.**—A small parcel of Stam was brought to public sale yesterday, the quantity 76 bags, which went at former prices; one of good dry white sold at 37s.; the rest was inferior quality and damp, and sold from 32s. to 36s. For shipping there is nothing doing, the exporters not being willing to accede to the demands of the holders.

**Refined Sugar.**—This market has undergone a further improvement of 1s. to 1s. 6d., at which advance the holders are not willing sellers. There are very few goods ready for delivery; parcels of fine crushed have been sold at 41s. 6d., and there is now none offering at that price. Strong brown lumps 50s. to 51s.; powder loaves 53s. to 55s.; patent Hambro' ditto 54s. 6d. to 55s. 6d.; double refined ditto 54s. to 100s.

**COFFEES.**—British Plantation coffees of every description are dull, and the prices are nominally without alteration. In East India but little doing, the purchases are chiefly confined to parcels of Sumatra by the exporters at last week's rates. The holders of Mocha will not sell except at firm prices. Foreign kinds are still dull, but the prices are well supported.

**TEA.**—The sales of free-trade tea which commenced on the 12th inst. finished on Tuesday last; the quantity put up rather exceeded 57,000 packages. There was a good assemblage of the trade, likewise many country dealers were present, but the biddings were by no means animated, and altogether the sales did not go off with the briskness previously anticipated; only about one half of the quantity brought forward found buyers, and that at prices which were about the same as those obtained at the last public sales in March. Canton Hokea sold at 15d. to 16d.; Fokien ditto 1s. to 1s. 4d.; Ocongou of common quality 1s. 1d.; good 1s. 2d. to 1s. 6d.; Souchong 2s. 6d. to 3s. 6d.; Twankley 1s. 5d. to 1s. 7d.; good middling Hyson 2s. 6d. to 3s. 4d.; young Hyson 1s. 6d. to 3s. 6d. The quantity advertised to follow the East India Company's June sale, is 40,413 packages; further sales are also announced for the 17th of May, containing 35,376 packages. The imports last week from Canton were 20,760 chests; 5,083 half chests; 660 quarter chests; and 644 boxes of tea.

**HOPS.**—The supply in the market is very short, and there continues to be a brisk demand for all descriptions. The advanced currency of last week is fully supported.

**METALS.**—This week a great deal of business has been done in the iron and lead trade. Spelter on the spot is 10s. lower, and dull of sale at 18d. 10s., but for delivery there is much doing at the same price. English tin has risen.

LIVERPOOL, APRIL 19, 1836.

**CORN MARKET.**—Wheat 3,591 quarters 6 bushels; Oats 1,559 quarters 4 bushels.—Average price Imperial Quarter:—Wheat 27. 4s. 11d.; Oats 17. 1s. 9d.

CORN EXCHANGE, APRIL 22, 1836.

There has been a good supply both of Wheat and Flour since Monday. The Meal Trade is, however, very firm on quite as good terms as on that day. In barley, beans, and peas, we do not note any alteration in value. The Oat Trade, though not brisk, is by no means cheaper.

Wheat... p. Qr. 40s to 45s | Meal... p. Qr. 20s to 25s | Oats... p. Qr. 12s to 15s  
Barley... p. Qr. 20s to 25s | Peas... p. Qr. 10s to 12s | Beans... p. Qr. 10s to 12s

Limited... 10s to 12s | Coriander Seed... new 10s to 12s per Cwt.  
Ditto... 10s to 12s | Mustard Seed... white 10s to 12s do  
Ditto... 10s to 12s | Mustard Seed... black 10s to 12s do

Flour... p. Sack  
Town made... 45s to 48s | Essex & Suffolk, on board... 38s to 40s  
Seconds... 40s to 42s | Norfolk and Stockton... 38s to 40s

SMITHFIELD, FRIDAY, APRIL 23.

There is plenty of every thing here this morning of all descriptions, but owing to the Dead Markets being so well supplied by steam from the North, there is much heaviness in business.

To sink the calf—per 8lb.  
Beef... 5s. 6d. to 6s. 10d. | Veal... 6s. 0d. to 6s. 6d.  
Best Down & Fatted Mutton... 5s. 6d. | Pork... 5s. 0d. to 5s. 6d.  
Lamb... 5s. 6d. to 6s. 6d.

## METEOROLOGICAL JOURNAL, 1836.

April. Thermometer in Shade. Barometer. Wind. Direction. Force. Rain. Quantity. State of Sky.

Thurs. 14 from 52 to 54 29.57 to 29.59 Monday 18 " 52 " 54 30.04 " 30.02  
Friday 15 " 52 " 54 30.04 " 30.12 Tuesday 19 " 52 " 54 30.03 " 30.01  
Saturday 16 " 52 " 54 30.04 " 30.12 Wednesday 20 " 52 " 54 30.04 " 30.01  
Sunday 17 " 52 " 54 30.04 " 30.02

Prevailing winds E. by N. and S. by W. Except the afternoon of the 16th, and morning of the 17th, generally cloudy, with frequent showers of rain. Rain fallen, 3 of an inch.

CHARLES HENRY ADAMS.

## SALE OF BLACK TIN.

Sampled April 13, and sold the 19th inst. at Andrew's Hotel, Redruth, 1836.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

## SALE OF COPPER ORE AT REDRUTH.

Sampled April 6, and sold at Andrew's Hotel, Redruth, April 21, 1836.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin, 145 tons, 9 cwt.; Total Amount, 30641. 17s. 4d.

White Tin per cwt. 51s.; Quantity of Black Tin



